RAILROAD MAGAZINE

AUGUST, 1966

50¢

Union Pacific 4-8-4 No. 8444 was photographed by Mike Eagleson in 1963 at Perkins, Wyoming.

Gen. Robert E. Lee Also Was a Railroad President

by William E. Warden, Jr.

RAILROADING BELOW SEA LEVEL

by Gil Lathrop and Bill Knapke

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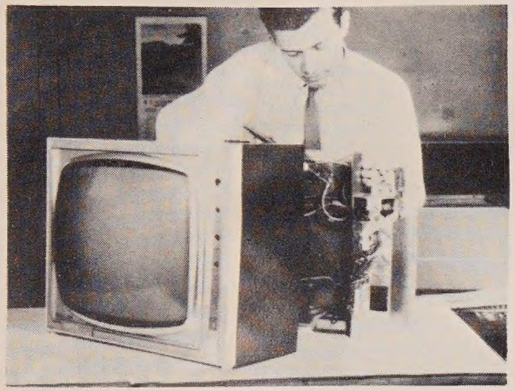

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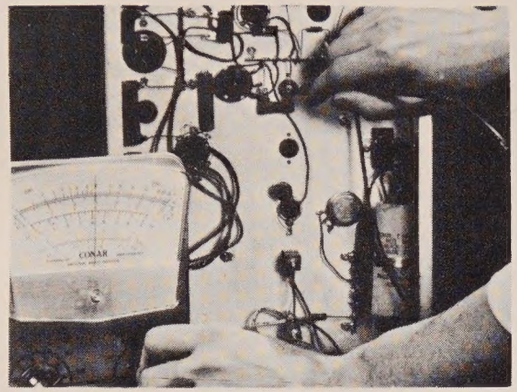

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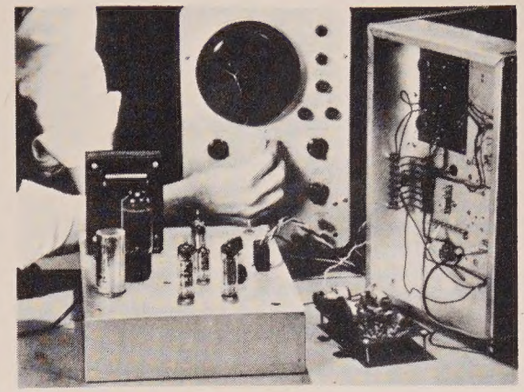

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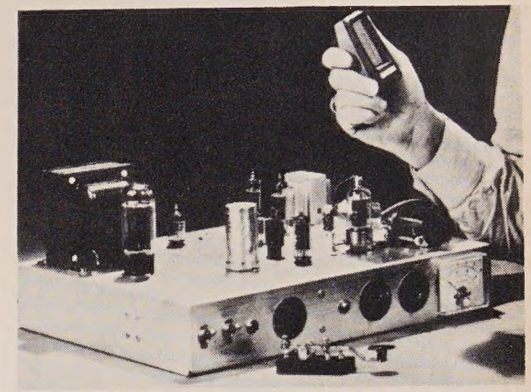

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F. W. COX, Hollywood, Calif., averaged $150 a month fixing sets in spare time while training, now has his own full-time business.

R. L. WOOD, Fargo, N.D., got his FCC License as part of his NRI training and is Master Control Engineer with KXIB-TV.

A. R. TOWNSEND, Topeka, Kan., is a missile officer at Atlas ICBM site; fixes radio and TV sets spare time.

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RAILROAD MAGAZINE

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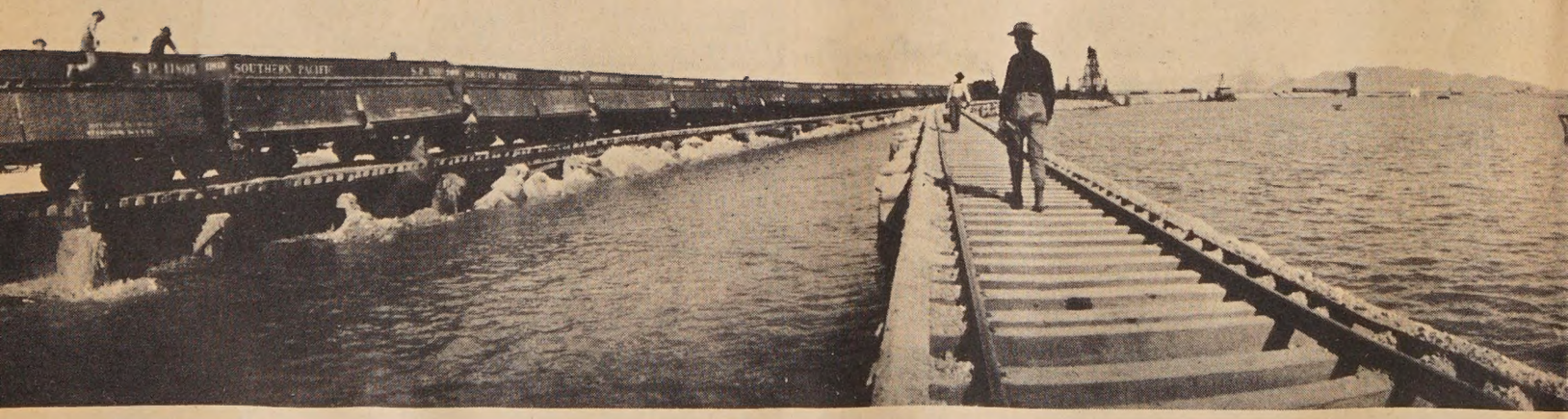
Sixty years ago, after the mighty Colorado River had gone berserk, the Southern Pacific saved the Imperial Valley by dumping enormous quantities of rock into the raging water. (See page 22.)
Photo from SP archives



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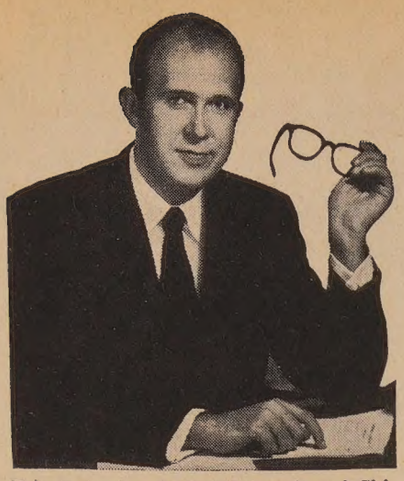

Don Bolander, M.A., University of Chicago; B.S., Northwestern University; Director of Career Institute; authority on adult education.

Shamed by your English?

You can soon speak and write like a college graduate if you let me help you for 15 minutes a day.

LET'S BE FRANK

If you've ever been shamed by a mistake in English, maybe I can save you from years of disappointment.

You see, none of us will ever go any farther than our ability to speak and write will let us go.

I have met countless numbers of intelligent men and women who are being held back in their jobs and social lives—often without knowing it—because they couldn't express themselves fully and easily.

What About You?

Could *you* get ahead faster with a command of good English? Just ask yourself these questions:

Even with all your ability and ambition, how long has it been since you had a promotion?

Even with all you have to offer, when people get together at work or at parties, are you the one they listen to?

Be Honest with Yourself

If people are not impressed by the way you speak and write—and, if you're honest enough with yourself to admit it—you have already taken the first big step to success.

The Next Step Is Easy

You can master good English *without going back to school.* Over the years I have helped thousands of men and women to stop making embarrassing mistakes in English, increase their vocabularies, and become interesting conversationalists—*right in their own homes.*

Here's What to Do

I can help you, too, if you will give 15 minutes a day to the Career Institute Method of mastering good English. My answers to the following questions will show you how quickly and easily you can stop being ashamed of your English, and *do* something about getting ahead.

Question *What is so important about my ability to speak and write?*

Answer People judge you by the way you speak and write. Good English is absolutely necessary for making a good impression and getting ahead in business and social life. You can't express your ideas fully or reveal your true personality without a sure command of good English.

Question *What does a "command of good English" mean?*

Answer It means you can express yourself clearly and easily without fear of embarrassment or making mistakes. It means you can write well, carry on a good conversation—also read rapidly and remember what you read.

Question *Are there other advantages to be gained by acquiring a command of good English?*

Answer Yes! Words are actually "tools of thought." The more you learn about words and how to use them to form and express your ideas, the better your *thinking* becomes. For this reason a command of good English often pays off in unexpected ways.

Question *Wouldn't I have to go back to school for a command of good English?*

Answer No, not any more. You can gain the ability to speak and write like a college graduate right in your own home—in only a few minutes each day.

Question *Is this something new?*

Answer Career Institute of Chicago has been helping people for many years. The unique Career Institute Method quickly shows you how to stop making embarrassing mistakes, gain a colorful vocabulary, write clearly and well, and discover the "secrets" of interesting conversation.

Question *How do I know it works?*

Answer There are thousands of letters in my files, testimonials from people in all walks of life who have used the proved Career Institute Method to achieve amazing results. If you send in the coupon below, I will share some of these letters with you.

Question *How long will it take me to learn to speak and write like a college graduate, using your method?*

Answer In some cases people take only a few weeks to gain a command of good English. Others take longer. It is up to you to set your own pace. In as little time as 15 minutes a day, you will see quick results.

Question *How can I find out more about the Career Institute Method?*

Answer I will gladly mail you a free 32-page booklet which explains the new easy-to-follow Career Institute Method and tells how you can master good English quickly and enjoyably at home. Send coupon, card, or letter today to Career Institute, 555 E. Lange St., Mundelein, Ill. 60060. No salesman will call.

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THE MAIL CAR

Where editors and readers meet

ART KNOWLES reports that the 75 cents he spent for the May issue of *Holiday* magazine was, from the railfan viewpoint, a waste of money. He'd been lured by the cover picture of a locomotive (crudely drawn) and the blurb: "Long Live the Railroads; Travel USA 1966; Discover America by Rail," but found the lead article superficial and its illustrations mediocre.

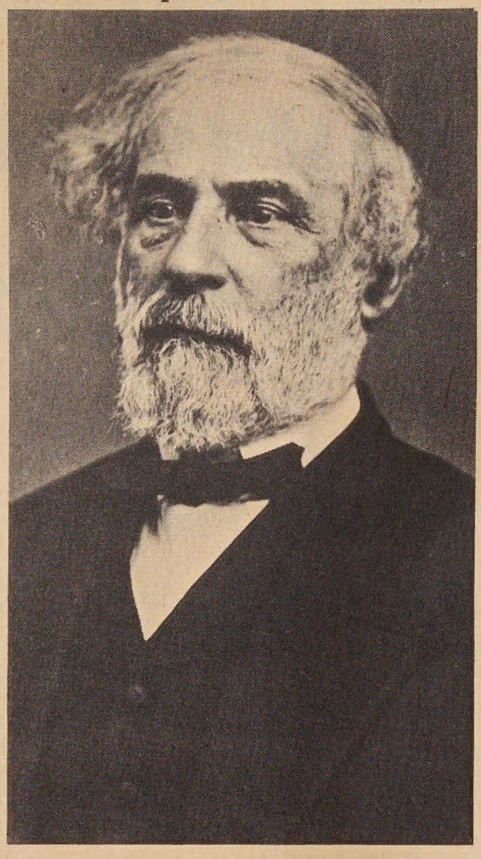
The author says he took a trip from New York to the West Coast by rail because "I prefer it" (more likely because he knows that *Holiday* pays big money for editorial assignments). His railroad knowledge, zest for life, and literally skill seem pathetically far below the standards set by the late Lucius Beebe. In fact, nothing in his piece indicates that he had previously ridden a train for years. There is a certain condescension in the way he writes, as if he thinks his readers are unfamiliar with railroad trains.

We were bored by the details of when he woke up in the morning, what he had for breakfast, lunch, and dinner, and whether or not his particular train was a little late or on time, with hardly a word about motive power or railroad operation. Missing is a rich cultural background, in which Beebe excelled. Obviously the feature was pot-boilered to accompany some high-priced ads of the Santa Fe, Great Northern, Canadian Pacific, and so on. We venture to say it won't help to keep *The Lark* or any other passenger train running. ●

SAN FRANCISCO has officially gone on record in favor of continued operation of *The Lark*, the overnight streamliner linking that city with Los Angeles. The Board of Supervisors recently passed a resolution which says the city and its residents "have an interest in adequate rail service to and from San Francisco."

Northern Pacific has just cut fares for boys and girls in the 12-21 age group on all its trains except for the Vista-Dome *North Coast Limited*. The new schedule provides for half the regular coach fare for a one-way trip, and the one-way coach fare for the entire journey. But the youth fares do not apply betwen the Twin Cities and Seattle or Duluth nor between Portland and Seattle.

Robert E. Lee as he looked when he was president of a railroad.



Library of Congress, Washington, D.C.

A family plan being tried out on the Long Island outdoes all other such plans we know of. For $3.45 any family, regardless of size, can take a trip from any point on the island to New York City and back.

A bright new look in timetables is displayed by the affiliated Chesapeake & Ohio and Baltimore & Ohio. "Trains are fun—with movies, too!" is the theme of the new schedule, which features a four-color photo of youngsters enjoying a current-release Hollywood film in a modern movie coach.

Other color photos show glass-topped Stratadome cars for wide-view sightseeing and the newly-introduced Food Bar Coach, offering eat-at-your-seat, bargain-priced meals. With these and other attractive travel features, presented in a new format with vehicle schedule listings for easy reading, the companies have made a marked departure from the traditional railroad timetable.

In a signed message in the schedule, Paul H. Reistrup, 33-year-old director of passenger services, stresses that C&O-B&O caters to passengers.

"In these days when so many are flying or using private automobiles," he says, "the opinion is often expressed that railroads are no longer interested in passengers. Such is not the case on our roads. We are sincerely trying to make our passenger service as attractive, comfortable, and convenient as possible." ●

St. Patrick's Day '66: Bill Warden, who wrote *Robert E. Lee's Railroad*, plants shamrocks on his lawn at 1216 Shamrock Lane in Waynesboro, Va., while his wife, Margrethe, and daughter, Nancy, look on.

PERSONALITIES. Michael A. Eagleson, who made the Union Pacific color-shot on our front cover, is an Erie-Lackawanna operator living at 286 Washington St., Glen Ridge, N.J.

"I got a real kick out of Bill Pennington's article on 'Three-Cylinder Locomotives' (June issue)," comments Rockwood T. Roberts, retired ICC locomotive inspector, 210 Colonial Ave., Albany, N.Y. 12208. "I used to get them on the Union Pacific at Council Bluffs. They were tough to maintain, for after 2,500 miles the driving-wheels had to be dropped and turned, due to quarter slipping."

D. W. Thompson writes: "In 1898 the Sioux City & Dakota Division of the Milwaukee was all single track. We had no block signals and when there was a rush of business the line was jammed with trains. Nearly every train run had several sections and there were plenty of extras running at the same

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time. Engines were double-headed and always were breaking down. They were old and small—cylinders about 16 or 17 inches in diameter. One, I remember had no lubricator; the oil reached the valves through cups in the cab."

Retired D&H engineer Leon M. Breese, 79 Tenth Ave., Carbondale, Pa., makes desk models of the famed *Stourbridge Lion,* the first locomotive to be operated in the western hemisphere (in 1829). She was imported from England. Breese, who is 78 years old, says the models, plated in old gold, are available at $6.50 each, prepaid.

Correction: photo at top of page 27 in our August issue shows Hank Johnston's son Bill (not Hank himself) with the boy's mother and sister. One of the three men pictured on page 29 is Paul Spivey (not Spirey).

There is no truth in the rumor that the designation marks on the Katy's new freight cars, "BKTY," stand for Barriger's Katy (John Barriger is president of the M-K-T). "B" indicates that the cars' purchase was financed by Banker's Insurance Co.

"Sometimes you are a hard man to deal with," Dick Murdock wrote the other day to Freeman Hubbard, "but then I have never heard of a soft editor surviving." (Dick is the Southern Pacific hogger who wrote our July lead feature. He is now working on another steam article for us.)

Born in 1883 at Wausau, Wis., and still living there (at 1706 Third St.). Ralph E. Hintze worked 43 years for the Milwaukee Road, beginning as a callboy and engine wiper in 1901, firing in 1902, and being promoted to engineer five years later. He drove the first engine through tunnel No. 10, on top of the Rocky Mountains at the Continental Divide, 2,268 miles long.

Wesley T. Marienthal of Livonia, Mich., won first prize in the recent contest held at Toledo, Ohio, by the National Model Railroad Assn., North Central Region, for the best model of the Delaware & Hudson's old retired caboose No. 10—permanently on display at Oneonta, N.Y.—in which the Brotherhood of Railroad Trainmen was founded 83 years ago. Wesley is looking forward to the national contest to be held in Cincinnati from Aug. 17 to 21, top prize for which will be $500. NMRA and BRT jointly are sponsoring the contest.

Advancing years have not dulled the faculties of William F. Knapke, 3831 E. Flower Ave., Tucson, Ariz. 85716.

Ann Duff comes from an N&W family.

Over the years Bill has been writing articles for various magazines, most of them based on his own career as a boomer. His latest, which we believe is one of his best, appears in the current *Railroad.* This July 17th is Bill's 97th birthday. We hope that many friends send him greeting cards. ●

ANN DUFF is interested in train dispatching, and no wonder. Her father, Bill Duff, is a Norfolk & Western dispatcher. She likes to visit his office in Bluefield W. Va., on the busy Pocahontas Division and observe the workings of its modern traffic control system. Normally, the division moves about 100 trains a day in both directions, including some 2,000 loads of coal and time-freight, also mine crews, and so on. Ann's brown eyes widen as she watches the flashing lights on the track diagram above her father's desk.

The girl was born April 14, 1947, with four N&W men in her family tree: her father; a grandfather, station agent; an uncle, section foreman; and a great-uncle, locomotive engineer. Ann plays the auto-harp and sings folksongs. She is attending Bluefield College, where her scholarship won a coveted place on the Dean's List.

Her father recalls: "Many years ago when I was an operator-clerk at Iager, W. Va., an express that arrived at our depot consisted of a hound in a crate from a South Carolina kennel, consigned to a Wyoming County farmer. According to the invoice, he was a genuine coon-hound, COD $40. After the train departed and he had been stowed away in the express office, our two warehousemen began their weekly chore of cleaning out the express and baggage room leaving both doors wide open. Somehow the hound worked his way out of the crate and ran down the track.

"We couldn't catch him, of course. Later the agent, old D.N. Brooks, returned from lunch. After hearing our story, he pointed across the track and said: 'Over there is a stray dog. Catch him and put him in the crate.' We did so. Several hours afterward, the Wyoming farmer came by, paid the $40 charge, and left with the crated mongrel. Apparently he was satisfied, for we never heard a complaint." Nor did we ever learn what happened to the coon-hound.

Bill Duff also recalls the spectacular wreck of a hotshot, No. 85, at Maybeury, W. Va., on June 30, 1937, at 6:59 p.m. He tells us that No. 85, with engine 2092 and about 100 loads of time-freight had left Bluefield some 40 minutes earlier. Apparently it was derailed several hundred feet east of a 100-foot high trestle. Almost at the center of the bridge, the engine plunged into the valley with 44 cars. Striking a highway under the trestle, she blew up, scattering parts in three directions. Four men were fatally injured: Engineer Sneed, Fireman McHaffa, Head Brakeman Ball, and Clark Maxey, a section foreman's son. Both east and west main tracks were out of service for about two weeks, during which time freight and passenger trains were detoured over the Dry Fork branch.

Such events are part of the railroad heritage of Ann Duff, who lives in Bluefield at 812 Raleigh Terrace and collects railroadiana: pix, timetables, old train orders, passes, bonds, and stock certificates. ●

AN UNAPPRECIATED POEM. "I read in your magazine some time ago about a conductor with a mania for versification," writes L. W. Williams, Baltimore & Ohio fireman-engineer, 102 Matta Ave., Youngstown, Ohio, "which recalls an old engineer, Major Logan, for whom I fired both steam and diesel engines. He told me of an incident that happened on the B&O back in the link-and-pin days.

"Coming out of Pittsburgh, Pa., on a rainy night, his little engine had about all the tonnage she could haul up Mars Hill. Everything was going fine until she lost her footing. When her drivers bit into the sand on that wet rail, the forward lurch was too much for a link about the middle of the train. Before the hind shack and conductor knew what was going on, they were sailing downhill, but almost miracuously they escaped serious injury. The conductor crawled out of the wreckage, saw that the flagman was safe, and limped a short distance to the telegraph office to send this message:

The night was dark and stormy;
We had a mile of cars;
We broke in two at Downyville
And piled em up at Mars.

"I was told that neither the dispatcher nor super appreciated that verse."

NOT ALL airports are booming. Dulles International Airport, 27 miles west of Washington, D.C., is operating at only about 20 percent of capacity. It's net book loss is $7.3 million a year of taxpayers' money. It cost the Government $110 million and was opened in 1962 on 9,800 acres with a 14½-mile limited-access highway. A 250-room hotel and two office buildings in the original plan have not yet been started. The trip between airport and city takes 40 minutes, and the taxi fare is $13 ($2.50 by airport limosine) compared with 15 minutes and $1.35 bus fare to or from the National Airport. Of course, the best way to go to Washington is by train. ●

NEW TRACKAGE. Dravo Corp. of Pittsburgh, Pa., has been awarded a $3,041,654 contract by the U.S. Army Corps of Engineers to install 89.3 miles of railroad track along the Columbia River in the State of Washington. This project involves relocating track of the Seattle, Portland & Spokane in Klickitat and Benton counties—from just below the still-under-construction John Day Dam near Miller's Island to McNary Dam near Plymouth.

The track will be laid on an already-prepared sub-grade with the Corps of Engineers supplying ties, ballast and other accessories, and the rails, which will be welded with automatic equipment into 1,440-foot lengths just prior to placement, is scheduled for completion late this year. ●

SAYS the Rev. Roderic D. LaWall, pastor of the First Baptist Church, Keesville, N.Y.: "Speaking as a minister of a more liberal stripe than the average, as well as an avid railfan (mostly interurban electric), I always note the personalities in your *Interesting Railfans* series. Why is it that so many of them subscribe to a strict fundamentalist religion, abjure tobacco, and are ultra-conservative in politics and economics?

"To be fair, you have had a few articles about men and women of different persuasion. Once you wrote about a Roman Catholic priest. That made me happy, as I am quite ecumenical—unlike the type of Protestant that your articles seem to introduce, generally someone of a somber and narrow leaning. Why don't you include more people of the Jewish, Catholic, and liberal Protestant faiths?"

Editor Freeman Hubbard replies: We pick all subjects for our *Interesting Railfans* articles without knowing in advance their religious, political, or economic views, or their personal habits. We do not learn such facts until after we have committed ourselves to writing up a certain man or woman, until after we have interviewed him or her by mail

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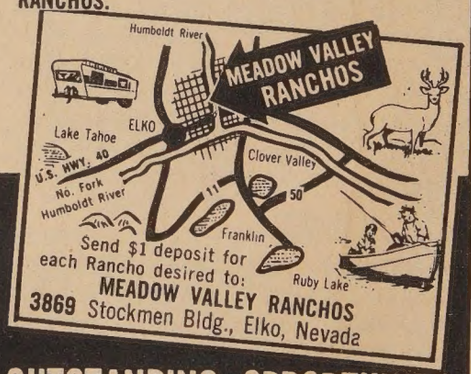

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and received answers to the questions we asked.

We like all kinds of decent people: Catholics, Protestants, Jews, and agnostics, whites and Negroes, right wingers and left wingers. Most of us were born the same way, naked in bed with a lady. We will write up anybody who seems to us to be colorful and outstanding in the railfan hobby.

As for the cigarette habit, it turned out, somewhat to our surprise, that nearly all the railroad buffs we approached for interviews are nonsmokers. ●

OVERSEAS. This request comes from Aslam Mahmud, librarian of the Booklover's Library, 179 Zamboor Khana, behind Bhinga House, Lucknow, 1, India: "Our library is used mostly by students of very limited means. Various organizations help to support it but funds are inadequate to buy foreign periodicals. We wish one of your readers would send us copies of *Railroad Magazine,* which incidentally, is not available in this city. Some members are much interested in railroads."

British Railways have just opened this century's first new main line in Britain, for the new electric service between Euston, Liverpool, and Manchester is just that. The track for the whole distance was completely relaid with long-welded rail. All the signalling was renewed, overhead line equipment installed, and all stations on the route either completely rebuilt or given improvements.

Some teenagers have taken to lying in the middle of tracks on the British Railways and letting trains pass over them "for kicks." A trainman says:

"I came around a bend at 80 miles an hour and saw a boy lying between the rails with his hands behind his head. Afterwards I saw him get up and disappear on his bicycle." ●

BRITISH RAILWAYS are stepping up their passenger service. "Our London Midland Region has recently started regular 100-mph trains, the fastest in Europe linking London with Liverpool and Manchester," reports John Drayton, BR engineer, 13 Sycamore Rd., Griffithstown, Monmouthshire, England. "Journeys are cut by one hour. Passengers seem to be coming back to the rails. Hot wires are strung overhead carrying 25-kv current to the industrial north and Merseyside. Now that the nation has tasted high-speed electric travel, the urge is to get moving with the overhead wires all the way up to the great Glasgow Central Station in Scotland.

"Meanwhile, the Southern Region is laying third-rail with 660 volts to Bournemouth. So we have one Region part electrified and part diesel, and the others part electric, part diesel, and part steam. This variation shows up clearly the advantage of fast juice lines. The men who drive the trains are resplendent in new uniforms, wearing gold stars—three on each lapel for those of top rating—and look like military generals.

"There is an Ambulance Movement among our railroaders. British Railways have just awarded me a silver medal inscribed, *To John Drayton in Respect of 15 Years First Aid Efficiency,* an honor carrying with it extra leave days. BR employees are urged to join a movement which began in 1875 on the railways and in the coal mines of England. The first aid training affords a degree of confidence in cases of accident or sudden illness.

"Finally, a word about hand lamps. We are issued Bardic Electric Lamps which give white, green, yellow, and red indications by the turn of a switch. Eventually the old reliable oil lanterns now used by switchmen, trainmen, and signalmen will be withdrawn in favor of the new battery lamps." ●

BREVITIES, Quoted from *The Press-Record,* Granite City, Illinois: "Science is resourceful. It could not pry open a day-coach window, so it air-conditioned the train."

The Penunsy has ordered 100 more heavy diesel-electric locomotives at a cost of more than $27 million. Delivery of the locomotives, to be used in fast freight service, will begin in September and be completed in January. They will bring to 350 the number of heavy duty locomotives acquired within two years.

As we go to press, the first track is being laid on the 111-mile Alberta Resources Railway, which the Canadian National and Alberta Province jointly are building to tap mineral deposits. The new line leaves the CN main at Solomon, 180 miles west of Edmonton. It may eventually be extended another 150 miles to Grand Prairie.

"In November, 1901," writes L. Bulson, "I got a job as hostler helper on the Wisconsin Central. The very first night I worked they put me to hoeing out the ash pans and I burned the soles clean off my shoes." ●

NEW HAVEN engineman Fred A. Norton, now retired, began railroading in 1900 at Winsted, Conn., wiping engines and cleaning fires.

"We had three passenger and four freight trains going out of Winsted then," he recalls, "but today there are no trains at all on that line and the tracks have been taken up.

"I well remember when I fired old No. 17 from Winsted to New York, in 1905. It was a 124-mile run each way and I laid off the next day. For each shovel of coal that I put in the firebox on that trip I had to open five box doors with a chain that hung from the cab roof!

"I was obliged to take water at Waterbury and Ansonia, then at Darien where I pulled rope and lowered the scoop, filling the tank with water from a concrete trough.

"At Woodlawn I had to empty five or six bags of coke on to the deck then shovel it into the firebox for we couldn't let any engine smoke get into Grand Central. Pulling out of the station it was the same—had to use coke to eliminate or at least reduce the smoke from the engine."

Fred retired in 1952, after 52 years' service. Moving to Indiana, he got a job as supervisor of a recreation center. Although he will be 84 this July 28th, he is still employed. His address is P.O. Box 213, Columbus, Indiana. ●

STOWAWAYS. David Harvey, 12 and Billy Waddell, 13, prowling around a railroad yard in Fayetteville, N.C., heard someone say that a certain boxcar would leave for Milwaukee that night. In search of adventure and a free ride, they procured a sleeping bag, sneaked into the car with in, and settled down beside stacked-up cartons of empty beer bottles. A yard man slammed the door shut and sealed it. Three days and three nights that car stood in the yard. Then it was coupled into a train and rolled slowly to Milwaukee, 1,000 miles. For 13 days and 13 nights the frightened boys huddled in the darkness, telling one another stories and jokes to kill time, with no nourishment except the dregs of stale beer from the bottles.

Fortunately for them, the car was not refrigerated. Finally it reached its destination and the seal was broken. Police took charge of the hungry, dirty tired lads, took them to a hospital for a checkup and a turkey dinner, and sent them back home by plane. Asked if he liked the beer that had saved their lives, Dave said, "Not any more." ●

HOTELS on WHEELS. If a newly-formed organization has its way, about 12,000 visitors won't have any trouble finding accommodations in Mexico City during the 1968 Olympic Games. They'll sleep in the railroad cars in which they travel there. The idea is being promoted by an organization called *Villa Fiesta Mexicana.*

The organization's president, Ernesto G. Bourjaily, says he has lined up 300 compartment-type Pullman cars from U.S. railroads and is negotiating with the Mexican National Railways. ●

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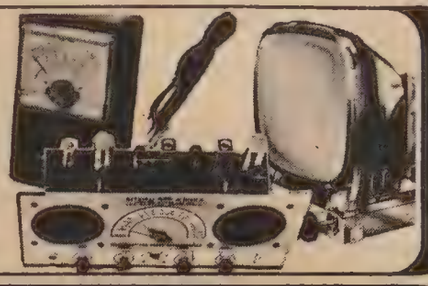

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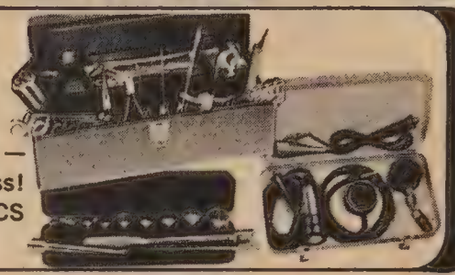

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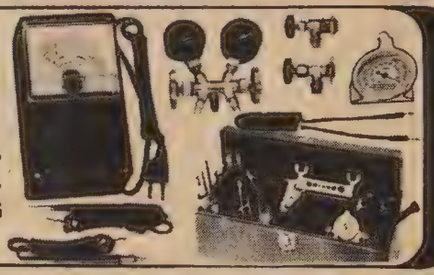

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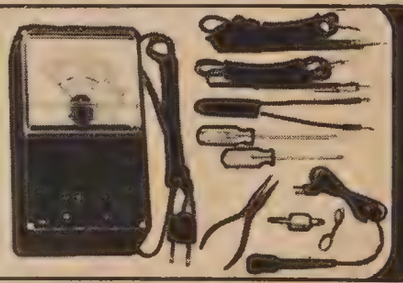

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Photographs of the Month

Beverly Novak, a greenish-eyed Chicago blonde on *Traffic World* magazine, volunteered to serve as engine-wiper for Burlington 5632. Later, the engine was painted for 2 Chicago-Aurora runs commemorating rail service to Aurora. This photo comes from *The Northern and the Mike*, new book published by Illini Railroad Club, which we are reviewing on page 48.

Doodlebug paused at Pennsy station in Blairsville, Pa., en route to its new owner, Penn View Mountain Railroad. The PVM has a double-switchback line near Blairsville overlooking Packsaddle Gap and operates steam daily July and Aug.

Collection of James C. Seacrest, 2101 Birchwood, North Platte, Nebraska 69101

Wheeling & Lake Erie 2203 made her last run March 16, 1932, to Brewster, Ohio, where she was scrapped August 4, 1933. Built by Baldwin in June, 1903, this Atlantic type had 19 x 25″ cylinders and 72″ drivers, rated 22,175 lbs. of tractive effort

(Above) SP steamer pulled first train from Gila Bend into Ajo, Arizona, over newly-completed tracks of Tucson, Cornelia & Gila Bend Railroad on Feb. 20, 1916. (Right) Freak wreck on Illinois Central near Gibson City, Ill., last Sept. 16th—20 cars blown over, only their trucks stayed on the track! Did any reader witness this?

Collection of David I. Reese, P.O. drawer R, Ajo, Ariz. 85321

Don Heimburger, editor "The S Gaugian," Tolono, Ill. 61880

Australian steam: railfan tour of South Pacific Electric Railway Cooperative Society, a trolley museum, last Feb. 7th. Photo made near Mudge, New South Wales. Train was running out of Sydney.

Grand Lodge of Brotherhood of Railroad Trainmen moves into new quarters, 666 Euclid Avenue, Cleveland. Alice Miceli, who has three railroading uncles, helps to get offices ready for the international organization.

Photograph from Trainman News

Fireman-brakeman on the Moscow, Camden & St. Augustine uses bunting pole between tender of Baldwin 2-8-4 No. 14 and an SP wood-chip car to shift the engine to the front of the train on wye at Camden, Texas.

Don Scafe, Project House 1-D, College Station, Texas 77840

June 6, 1915: Jersey Central train with engine 517 at Bradley Beach, N.J. We wonder what this man is doing.
Collection of Bill Jernstrom, 822 Pelham Drive, Fort Wayne, Ind.

Each year a circus steam train rolls over Chicago & North Western rails from Baraboo, Wis., to Milwaukee. This year it leaves Baraboo 6:15 a.m. June 30, to arrive about 1 p.m.
Jos. Schlitz Brewing Co.

Sweat and young muscle are still required even in this mechanized age. Shown is the deck of a new Missouri Pacific bridge across Illinois Bayou about 4 miles west of Russellville Ark., on the Central Division. When the Government built a power dam on the Arkansas, the MP relocated track and built new bridges. These two fellows are lugging equipment.
C. E. Hull, 203 E. 16th St., North Little Rock, Ark.

Robert E. Lee's Railroad

BY WILLIAM E. WARDEN, JR.

WHITE dogwood and apple blossoms were perfuming the Shenandoah Valley of Virginia that April day in 1869 when General Robert E. Lee set out from the valley town of Lexington, where he then lived, on a slow journey to Baltimore.

Only a few years before, he had ridden a white horse through Maryland at the head of a proud Confederate Army, intent on capturing Baltimore. But this time no Stars and Bars whipped the breeze, no band played *Maryland, My Maryland.* Except for a few business acquaintances, the aging hero traveled alone and on behalf of the newly formed Valley Railroad, his mission being to mingle the smells of steam, coal smoke, and hot lubricating oil with the delicate fragrance of Virginia blossoms.

During all his life Lee had avoided taking part in commercial enterprises, and his role with the Valley Railroad was his first and last such venture. However, he knew a thing or two about the value of transportation. Wartime experience had taught him that. Indeed, the inability of a South Side Railroad supply train to reach him at Appomattox Court House had brought about the surrender of his ragged, starving troops to General U. S. Grant in 1865.

After the war, Lee had laid aside his sword and gray uniform to serve as president of Lexington's tiny Washington College (later renamed Washington and Lee University). Dedication to that job led to his involvement in the short-line destined to link his college community with the outside world. For three and a half years the General had used his talents and prestige to rebuild and expand the war-gutted school perched on a hillside. But the college faced a big handicap: cut off from the eastern part of the state by the rugged Blue Ridge Mountains, Lexington was one of Virginia's least accessible towns.

Robert E. Lee as he looked in 1865 shortly before he left his Richmond home to become president of Washington College. This portrait was made by Mathew Brady.
From United States National Archives

In those days, short of traveling afoot or on horseback, there were only two ways of going from Lexington to Richmond — one by a combination of the slowmoving James River & Kanawha Canal Company's packet boat and stage, the other by Chesapeake & Ohio steam cars to Goshen and from there by stage — provided the horses could ford the often-flooded Maury River. As Lee himself once remarked, "Whichever route you select, you will wish you had taken the other."

The General's trip to Baltimore was prompted by a proposal from backers of the Valley Railroad to change all that. Soon, they predicted, bands of steel would link Lexington with the Virginia & Tennessee Railroad (now part of Norfolk & Western) at Salem to the south and connect to the north at

View near Staunton, Va., on main line of Valley Railroad after B&O had acquired it. The 264 was one of Winans' "camels".
Collection of C. Grattan Price, Jr., 531 Ott St., Harrisonburg, Va.

Staunton with the C&O, then a-building toward the Ohio Valley, and at Harpers Ferry with the Baltimore & Ohio and the port city of Baltimore. But Baltimore's financial support was needed. If anyone could bring this grandiose scheme to reality, the promoters reasoned, Robert E. Lee was that man.

The dream of a rail link with Baltimore was not new in the Shenandoah Valley. Ever since the Winchester & Potomac had run its first train from the B&O at Harpers Ferry to the valley town of Winchester in 1836, they'd been talking about it. Valley trade traditionally had been with the Maryland port.

Drawn by William E. Warden, Jr.

There had been much agitation both before and after the war for the B&O to extend its rails up the valley to meet the V&T. At length, early in 1866, business men petitioned the Virginia Legislature for a charter to build their own railroad. Legislators from the eastern part of the state and Virginia's governor, F. H. Pierpont, opposed such a road, fearing that the B&O would eventually use it to make the already isolated valley a fief of Baltimore. The local people had their way, however, and on February 22, 1866, the Valley Railroad was chartered to lay rails from Harrisonburg to Salem. Col. Michael G. Harman of Staunton, a man of modest talent, became the road's first president.

Four years of bitter fighting had desolated the Shenandoah Valley, at one time known as the "bread basket of the Confederacy." From this barren area the railroad organizers hoped to finance their project, but it took them two and a half years to raise a mere $500,000 by popular subscription. Requests for B&O assistance brought an evasive answer. Maybe the answer would be different if the Commonwealth of Virginia were to let the big road buy the Winchester & Potomac (then leased by B&O), or maybe after the Orange, Alexandria & Manassas had completed its line between the W&P and Harrisonburg.

In December, 1868, when the first OA&M train, pulled by the diamond-stacked 4-4-0 *Shenandoah*, chuffed into Harrisonburg, the Valley Railroad management felt it was time for a showdown with the mighty B&O. But to present its case effectively the fledgling road—which had yet to grade its first mile of roadbed—needed the prestige of a "big name."

From the oak-shaded Lexington campus, Robert E. Lee had been watching these events. To President Harman he had written, "I believe that the advantages that will flow from this railroad when completed will more than compensate our people for all the money spent in its construction." With such an endorsement, it was only logical that "Marse Robert" should lead a Valley delegation to Baltimore, there to request aid from the city's commercial interests, from City Council, and from the B&O. Harman and his cohorts were well aware of Lee's popularity in the North as well as the South. They knew, too, that he had many personal friends in Baltimore, where he had lived in the early 1850's.

But the old strategist was no longer in good health; rheumatism had almost crippled him, making travel a torture. Yet despite his infirmities and his distaste for business, he yielded to entreaties of the officials and agreed to lead this expedition.

"Though I believe I can be of no service to them," he told his son Fitzhugh, "they have made such a point of it that it would be ill-mannered and unkind to refuse."

And so on April 21st the delegation headed by Lee reached Baltimore. Promptly at 10 a.m. the next day, Mayor Banks and the members of City Council showed up to pay their respects. The mayor got quite a bit of practice greeting railroaders that morning, a delegation from the Lynchburg & Danville (now part of the Southern Railway) having put up at the same hotel and for a similar purpose.

Lee's party received two invitations. They were asked to address a gathering of Maryland business leaders at the Corn and Flour Exchange the following day and, shortly afterward, address Baltimore city officials in the Western Female High School. However, the General had caught cold on his journey from Lexington and, to make matters worse, faced a wearying round of receptions and parties. The enfeebled Lee tried to beg off from speaking at both meetings.

His fellow delegates were dismayed. Here were the invitations they had hoped to receive and for which they had traveled far, but now their chief wanted to back down! Out of deference to the old soldier, they sent a message to B&O President John W. Garrett, leader of the business group, asking if Lee's presence was essential.

"General Lee is a most interesting man," Garrett replied bluntly. "I think he had better come."

Lee acquiesced. Old friends who had known him in Baltimore seventeen years earlier must have been shocked and saddened when they saw him enter the Corn and Flour Exchange leaning on the arm of an acquaintance. How bent and haggard he looked now! His dark brown hair had turned almost white, his cheeks were thin, and his flashing eyes were sunk deep in their sockets. But cheers and yells greeted his entrance, for there was still magic in his personality. Men tossed their hats in the air to show their enthusiasm.

Naturally, the wartime commander was expected to make the principal address. Instead, he announced that Colonel Harman would speak for the Valley Railroad. Harman was no orator, but said the counties in Shenandoah Valley would surely pledge $1.2 million if Baltimore subscribed $1 million toward completion of the railroad. The road's benefits were too obvious to bear repeating, he said, and he was sure the good citizens of Baltimore would get their money back, eventually. Thereupon the business men, neatly dodging the issue went on record as recommending that their City Council consider the Virginians' petition favorably.

Later, at the Western Female High School, Lee was again received thunderously by the audience, many of whom were women. He had prepared two versions of a memorial to read there. One version, which he gave to Valley delegate Col. Edmund Pendleton, explained matter-of-factly how the railroad in the Shenandoah would provide the shortest route between Chattanooga and Knoxville and certain northern cities.

The memorial that Lee actually read —by far the longest speech of his career—involved flights of rhetoric in predicting that the Valley Railroad would become the chief link between North and South. The usually reserved general extolled the climate, scenery, mineral resources, and water power of the Shenandoah Valley, "believed not to be excelled in native wealth by any region of equal extent on this continent."

Afterward, the City Council chairman said that ladies in the audience would be permitted to shake Lee's hand, an opportunity which none missed. As a Southern gentleman, the guest of honor ordinarily enjoyed the company of the fair sex, but to be inundated suddenly with 150 effusing females was, perhaps, the worst ordeal he had undergone since Appomattox.

In due time the Virginians returned

home in high spirits with cheers of the Baltimore crowds still ringing in their ears. Much less optimistic, Robert E. Lee went to Washington to call on President Grant at the White House. It was a historic reunion, the first and last post-war meeting of those former foes; but with regard to the old soldier's visit to Maryland, the Baltimore *American* tartly observed:

"The affair was a very successful one if regarded simply as an ovation in honor of General Lee, but as a business operation it has been a conspicuous failure."

At first it appeared that this editorial would go unchallenged. Spring turned to summer, summer to winter, and soon the Shenandoah's orchards were again bright with the promise of spring. Yet neither the City Council nor the Baltimore merchants and financiers had invested a dollar in the Valley Railroad —nor had the road spiked down its first rail. Then in May, 1870, quite unexpectedly, the B&O subscribed $700,000 to the shortline, doubling its available capital.

Colonel Harman invited General Lee to attend a meeting of Valley Railroad stockholders that August in Staunton, and announced there that he would not stand for re-election as president. Perhaps this singularly uninspired man realized that the task of trying to build a 120-mile railroad through a poverty-stricken countryside was too much for him. At any rate, he proposed that Lee be elected to succeed him, and the stockholders quickly agreed.

General Lee lived here as president of the Valley Railroad and died here Oct. 12, 1870. He designd and built this house in 1868. It stands on the campus of Washington & Lee University and is now the home of W&L president Fred C. Cole. Stable at left until recently contained remains of Lee's wartime horse, Traveler.
Photograph by the author

The elderly General was reluctant to accept, but once more the railroad promoters persuaded him to serve. On August 30, 1870, Robert E. Lee became the Valley Railroad's second president. The board of directors then voted him an annual salary that was more than three times his income as head of Washington College. Five thousand dollars a year—what a pitifully gallant gesture on the part of a railroad that had neither rails nor rolling stock, nor the likelihood of acquiring either in the near future!

Despite his failing health, Lee set about improving the railroad's finances with a hint of his oldtime vigor and even made plans for another trip to Baltimore to seek pecuniary assistance. But time had run out on the aged warrior. He died October 12th, barely six weeks after his election, and was laid to rest beneath the chapel of his beloved Washington College, not far from the grave of "Stonewall" Jackson.

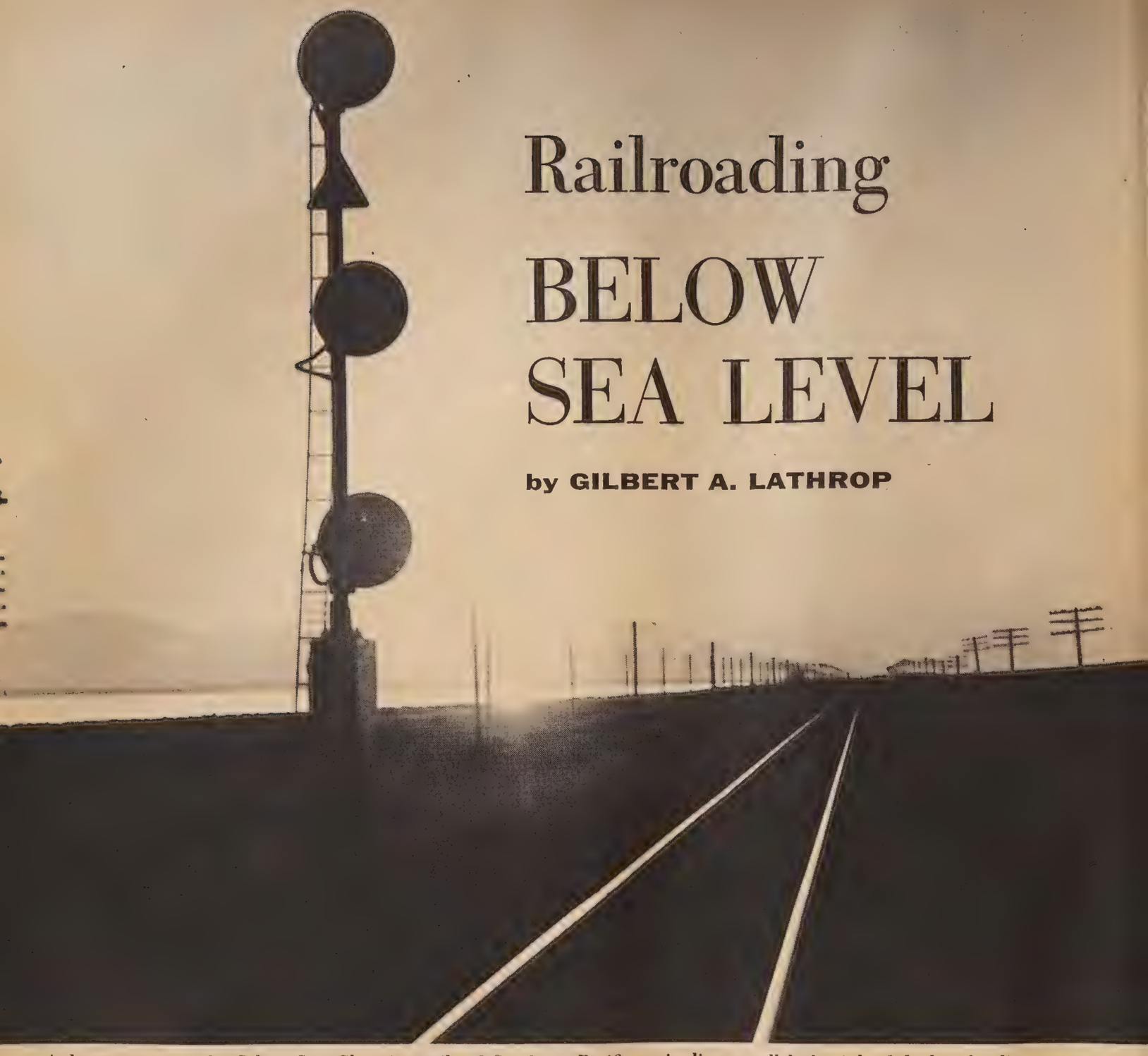
Valley Railroad engine No. 1, which came from the B&O, is pictured in about 1876 at Harrisonburg, Virginia.
Collection of C. Grattan Price, Jr.

Half-heartedly, the B&O took over the Valley Railroad and eventually built it from Harrisonburg to Lexington. There the rails finally stopped, for meanwhile, a group of Philadelphia business men with an interest in the Pennsylvania Railroad had built a competing line up the Shenandoah Valley from Hagerstown, Maryland, to the Virginia hamlet of Big Lick (now Roanoke), for the express purpose of blocking B&O expansion. The Shenandoah Valley Railroad, as the newcomer was known, drained off most of the local trade and consigned the older shortline for all time to the role of an insignificant branch of the B&O.

Could Lee have made the Valley Railroad into the great trunk line its backers envisioned? It is interesting to speculate how far the little road would have gone had death spared this great American for a few more years. ●

Railroading BELOW SEA LEVEL

by GILBERT A. LATHROP



A desert sunset on the Salton Sea. Gleaming rails of Southern Pacific main line parallel the inland body of saline water.
Photographed by Donald Sims for Southern Pacific

I HAD CLIMBED two flights of stairs to reach the Southern Pacific yards in Yuma, Arizona, and was sprawled on a bench for a ringside view of mainline railroading. Beside me sat a husky, middle-aged character with modern day railroading written all over him, and I struck up a casual conversation.

"You're a trainman, aren't you?"

He looked at me, apparently decided I wasn't a wino, and said: "Yeah, brakeman-conductor, but my whiskers are too short for a regular job of runnin'."

"Do you work out of Yuma?"

"No. Indio, California." Then he explained: "It's a 122-mile freight division. Twenty pool crews work east out of there. Nineteen pool crews work between Yuma and Gila Bend, the next freight division east. We usually double right back from here. All our cabooses are pooled."

That's the reason why few of these railroaders carry hand satchels and the reason why bed-rolls and other batching equipment are as defunct as the dodo bird.

"Then you do most of your railroading below sea level," I grinned.

"I never thought about that," he said. "But you're right. We don't come up for air until we head east out of Niland."

The top of rail at Yuma is 174 feet above sea level. Going west, it passes the old Territorial Prison, known as the "Hell Hole" but now a museum. Then

on a heavy steel trestle it crosses the once-mighty Colorado River, which dams have reduced to a shallow, meandering stream. West of this the main line plunges into the Great American Desert, where the summer sun, reflecting from the fawn-colored sand dunes, raises the temperature above 130 degrees in summer.

A few miles further along, the track bisects the All-American Canal, that masterpiece of Yankee know-how which brings sweet water to the parched acres of Imperial Valley, one of the world's richest agricultural regions.

This is fast track, with a grade so gentle that it runs over 60 miles before it reaches the zero sea-level mark. At Niland the elevation is 121 feet below sea level, and at Salton station the trains pound along at 191 feet below. Indio, the freight division's west end, is still 10 feet below. Salton Sea, visible to the south for miles alongside the main line, was formed when the Colorado River broke through around Yuma back in 1905-1907, which my friend Bill Knapke remembers.

That break-through created a railroad epic. Before 1905 the place in Imperial Valley known as the Salton Sink was 278 feet below sea level, which would be an ideal place for the Colorado River to dump into, rather than the Gulf of California. Until the farmers dug a 14-mile canal across country, starting it from old Mexico, the river had been confined to its banks. But in 1905 the unpredictable stream that drains one-thirteenth of the United States went on a rampage. Half a million cubic feet of water per second pouring through Yuma found the man-made canal.

That's all it took. Salton Sea began to form; the SP was inundated. Before the flood ended in 1907 ten separate shooflys, each one higher than the last, had been built.

For several days one car of granite was dumped into the break-through every five minutes, day and night. Eighty thousand cubic feet of rock were dumped in one 15-day period. Timber was hauled from as far away as New Orleans; rock came from distances up to 480 miles. Eventually Salton Sea, now one of the nation's finest salt-fishing spots, was formed. Today the SP main line is on comparatively high ground, although between Niland and Indio 63 miles of it run below sea level. The main line is now 79 feet higher than was the original main line.

THOSE 63 miles are but a short part of the present day SP which operates below sea level. The whole Imperial Valley is a web of branches converging on El Centro and going on to Niland, where they join the main line. Tens of thousands of carloads of perishables are shipped from this fertile land each year. Trucks take a large share of this business, but the railroad is still the principal carrier. Lettuce, celery, carrots and other hardy vegetables make up the winter crop. Melons, cotton, and live stock feed the summer.

From five to as many as seventeen freight crews run out of El Centro, 31 miles from Niland. They work all the way down to Calixeco, on the Mexican border. Long gone are the days when lettuce was cut, hauled, washed, and crated in vast packing sheds. Today it is cut, boxed, and graded right in the fields. Loaded on trucks, it is hauled to great cylindrical vacuum coolers, where it is quickly chilled for shipment. This saves hours of time and armies of "stoop" labor. Vegetable and fruit growing is now a giant industry, with huge corporations leasing, owning, and farming tens of thousands of acres.

The SP is the only major railroad which operates part of its length below sea level. In the five years since I retired from the Western Pacific, rail progress is almost unbelievable. Pacific Fruit & Express, an SP subsidiary, now owns over half of all the mechanical reefers in the U.S. Although these reefers are much superior to the bunker type, there are far too few to take care of the vast perishable business moving out of Imperial Valley and around Yuma. The bunker type is still in heavy demand.

Speaking of freight train speed, Trainmaster Charley Babors, who headquarters in Yuma, told me that four cars of merchandise were billed out of New York City last January

Below Sea Level

Present names of towns, with milepost of each and elevation in feet above top of rail on SP routes which include below-sea-level railroading:

Yuma	733	147
Calif.-Ariz. line	732.3	157
Colorado	732	147
Araz	727	162
Dunes	721	303
Ogilby	717	359
Cactus	712	392
Clyde	706	382
Glamis	698	335
Acolita	690	276
Amos	685	263
Regina	682	223
Iris	674	80
Niland	668	121 below
Wister	660	194 below
Frink	656	175 below
Bertram	647	189 below
Durmid	642	183 below
Ferrum	639	190 below
Salton	638	191 below
Mortmar	633	187 below
Mecca	625	196 below
Thermal	620	134 below
Coachella	614	62 below
East Indio	612	30 below
Indio Yard	611.3	17 below
Indio	611	10 below
Myoma	607	75
Dry Camp	602	172
Thousand Palms	599	220
Rimlon	595	355
Salvia	592	534
Garnet	588	690
W. Palm Springs	583	1135
Fingal	579	1382
Mons	576	1596
Cabazon	574	1789
Owl	572	2030
Banning	568	2328
Pershing	566	2505
Beaumont	562	2569

CALEXICO BRANCH

Niland	668	121 below
Estelle	672	174 below
Calipatria	676	175 below
Rockwood	681	153 below
Brawley	686	110 below
Grape	690	115 below
Carlton	691.4	102 below
Imperial	695	63 below
El Centro	699	45 below
Jewett	702	30 below
Heber	704	11 below
Calexico	708	2
Int. Boundary	708.9	6

Photograph by James Watson

Nowhere else on earth can you find a trackside sign like this one near Salton.

Switching at Yuma, with 60-foot Hydra-cushion freight cars in background. (Right) Krauss-Maffei diesel-hydraulic units leaving Indio with string of westbound freight.

Both photographs by Donald Sims

20th, and on the morning of the 24th these same cars were spotted for unloading in Los Angeles!

When a train is assembled in El Centro a crew is dispatched from Yuma or Indio, where it is picked up and wheeled back to the mainline at Niland. Practically all this railroading is done below sea level. Over 6,000 carloads of perishables are shipped out of Yuma each winter.

On the main stem west of Yuma, located between Niland and Iris, is a new type of hotbox detector. Going west, this electronic marvel registers, but skips, the first hot journal and thereafter all the rest in the train. If any have been detected, a yellow block with a big "H" in the center of a block lights up. Halted, a brakeman goes to the trackside, unlocks a box and reads the number therein. He adds one to offset the skipped one, and divides by four, which gives him pinpoint accuracy of all hotboxes in his train. Going east, the same procedure applies, except the "H" block is located at Iris.

I was talking with Engineer George Hilts in front of the Yuma yard office. George is a man in his mid-forties. We'd watched a five-unit freight ease in from Gila Bend. The units halted in front of us. No clatter of brake-shoes, no signals, no whistling. A brakeman dropped off. The engineer climbed down from the head "jeep." There was no fireman. (Over 30,000 of those prospective engineers have been cut off U.S. railroads in the past 18 months.) The hogger taking this freighter out came from the locker room, dressed like a citizen about to eat in a better-class cafe. He crossed to the head unit, climbed aboard, and without even a whistle toot moved his train forward.

"My train is following," George told me. "Only three units on it and one of them a passenger. The passenger is geared too high to have much pull but we've got a light train."

"You do a heavy business hauling new autos through here," I observed.

"You're right. Take General Motors away from the SP and a lot of us would be out of jobs. Our railroad company owns 205 auto racks."

By that time the train George was taking down to Indio was halted and he crossed to the head unit. The freight units develop from 1750 to 2500 horsepower. Management figures from two to three hp. per ton of train. So a 2500-hp unit will handle from 25 to 35 cars, depending on lading.

"With all these firemen pulled off their jobs," I asked a brakeman, "what are they going to do when they need new engineers?"

"Hire a flock of college graduates," he said. "Put 'em on the diesels as as-

Photographed by Donald Sims for Southern Pacific

Trainload of pipe eastbound near Garnet, Calif., toward below-sea-level area.

sistant engineers. In a couple weeks or so they'll be qualified to handle any freight train."

I have reservations. The average engineer used to spend from five to ten years working the left side of the cab while he learned railroading. When he was finally promoted, he spent the balance of his life still learning to railroad. That game is not something you can get out of a book nor by a couple weeks of practice.

Some idea of the problems that this sprawling Southern Pacific encounters west of Yuma may be understood from this: Between Indio and Los Angeles the main line climbs from Indio, 10 feet below sea level, to Beaumont, 2469 feet above sea level—in 49 miles! And that's a real climb on anybody's railroad.

On my way home from California recently I saw a short freight train laboring up the grade with seven units on the head end, five cut in about a third of the way back, and two more shoved behind the steel frame caboose. This was an ore train, each gondola weighing around 70 tons. Farther down the hill I passed an eastbound freight. Every wheel was smoking as it snaked around the curves at a steady 25 to 30 miles an hour. I was told that this is one of the few places left on the SP where helper engines still operate.

They can still ice a 100-car train in Yuma in nothing flat, but today only a few reefers need "touching up." From a major railroad terminal Yuma has become just a wide spot on the steel highway. Gone are the roundhouses, car shops, rip tracks, and most of the switching yards. Four or five switch crews still work here. A mainline switcher goes south to Somerton to gather up lettuce and melons during the season. But if it were not necessary to stop and change crews, I doubt if any but a few pickup trains would ever halt here.

Forbes Magazine last November featured a picture of SP Chairman Donald Russell on the cover and a well-written article on his aims and present activities. Mr. Russell bosses a railroad with assets of $2.7 billion and $839 million in revenues. The road's president, Benjamin Biaggini, claims in the article that the SP could run their trains today without crews! It's no longer a technological problem, only a social and human problem.

But there is really no problem at all in railroading below sea level. ●

Scenes in the SP's battle to tame the Colorado River that flooded the vast Imperial Valley of California 60 years ago. (Another photograph on page 4.)
Photographs from Southern Pacific archives

William F. Knapke recalls
old days at Salton, Indio, and Flowing Wells

WE HAD TURNED up the pops, or retainers, at Beaumont, California, and had stopped at Cabazon and West Palm Springs to inspect the train and let its wheels cool. As we approached Edom the swing brakeman said: "This is the last inspection and now we turn the pops down. It's below sea level from here to Flowing Wells."

Below sea level! That was in the fall of 1903, when I was booming around the country, and I had just come from high altitude, over 10,000 feet high in the Rockies, to work on the Southern Pacific. Further on, we stopped at Salton and the hogger called my attention to a bit of iron pipe sticking above the sandy desert floor. I walked over to examine it. Attached to the pipe was a brass cap on which said, "U.S. Geodetical Survey -264," indicating that many feet below sea level. (Since then, the level of the SP main line has been lifted and the figure is -191.)

I noticed a track leading off in a southerly direction toward a building that resembled a grain elevator, with a dozen or more frame shacks scattered around. Evidently people lived there, although at that time the place seemed deserted. When we pulled out, I saw to the south what looked like a long drift of dirty snow. The hogger said it was salt left from the ebbing Gulf of California, evaporated through the ages, and was now being mined by the New Liverpool Salt Company, which had their own track, engine, and cars. I have often wondered how deep that salt deposit was. Certainly much deeper than the Geodetic stake, as the cars rolled by gravity from the main line to the refinery.

Our next stop was Volcano (since renamed Wister). No sooner had I hit the ground than it began a tremor that lasted for several seconds. A mild earthquake. Later, talking to the telegraph operator there, I learned that he experienced several such tremors a day, some of them hard enough to upset things in the office.

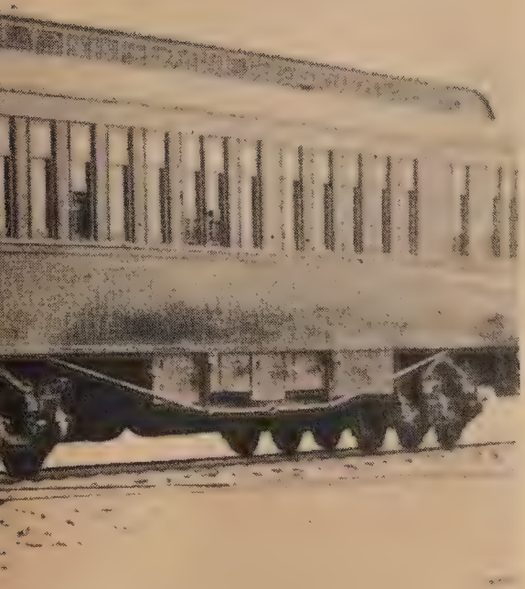
"On the opposite side of the train," he said, "you'll see what's causing them."

With keen curiosity I walked around the train and found a circular pool of liquid mud. The pool was about 40 feet across, waist deep below the surface of the ground and rimmed by a narrow beach, and the mud was boiling furiously at various spots. As one area ceased bubbling another would start immediately. While I was watching with wide-open eyes my braking partner came up and said:

"See that old bucket over there? Go get it and turn it upside down over one of the boils, then hold a lighted match over the hole that's in the bottom."

I did so. It was like lighting a burner on a gas range. The gas burned with a strong blue flame until that bubbling ceased. The brakeman explained then that a field of natural wonders lay about two miles from our track; there were pools of hot and cold salt water, springs of hot and cold sulphur, and numerous geysers spouting at irregular intervals; and many tourists visited that place and signed its register book. For years I was intending to go there myself and see those strange sights, but I never went. The freaks of nature now lie buried under the Salton Sea that shimmers in the desert sunlight.

MEMORIES of that line filter through my mind. A Southern Pacific operator named Harry Bedwell pounded brass in two little stations there, Edom and Bertram, about a half-century ago. Undoubtedly he handed up many train orders to me, but we did not know each other then. Later we



Southern Pacific engine and an official business car, No. 10015, at Salton station siding in 1900.

Collection of Gerald M. Best
511 N. Sierra Dr., Beverly Hills, Calif.

became the best of friends, at the time when he was writing fiction stories about Eddie Sand and other characters for *Railroad Magazine*, *Argosy*, and *The Saturday Evening Post*. Harry died years ago. Many people say he was the greatest railroad fiction writer who ever lived. I have saved all the letters he wrote to me. One of them says:

Yes, that was Bertram with the rails and the semaphore before it, and the dun-colored desert sloping from behind. The trains slammed by, seldom stopping, and then the silence came back, the sun shone furiously or the stars winked impudently, nothing else, except you waited long enough and there did seem to be something. Something that came in out of the silence that you could almost touch—only those who touched it they sent away and didn't let them come back. It was all grand and wonderful to the wide-eyed kid that was me.

I have often wished I could write like that. Getting back to Edom, the regular operator there in my time was one of the oddest men I've ever met. I forget his name. Like most of the desert lightening slingers, he worked at that intensely hot place dressed only in overalls and shoes. Once a year he laid off and went to Los Angeles for a week or two of the neon lights, sins, and excitement of civilization. Then he'd come back for another fifty weeks in the lonely desert which he seemed to love.

Despite his scanty working attire, he had a closet full of clothes: full dress, tuxedos, Prince Alberts, business suits, top coats, and hats and shoes to match. One of his very few diversions at Edom was pistol shooting. Did you ever see a kangaroo rat jump. If so, you know how fast it is, yet that fellow could knock off one with a 22-caliber pistol, not always but most of the time. During the ten years he was stationed at Edom he studied law. Later, I was informed, he went to the West Coast, passed the bar examination, and practiced law. That last is hearsay; the clothing and shooting I actually saw.

One warm evening I was seated outside the beanery at Indio in a vain search for cool air when the callboy showed up, saying, "Wancha for a work train at seven p.m."

I was astonished. "Work train at this time o' night? Is it the big hook?"

No, there was no wreck, the kid assured me; it was "something about

Three famous railroad boomers and writers: (left to right) Harry K. McClintock ("Haywire Mac"), deceased; Harry Bedwell, deceased, and William F. Knape. Both Bedwell and Knapke railroaded below sea level.

Harry Bedwell, telegraph operator, and his wife.

The operator's house, water tower, and frame depot at Salton, then 201 feet below sea level, as they appeared in 1919.
All photos on this page from Southern Pacific archives

water from the old Colorado River."

What he meant was a flood in the Imperial Valley, and I went to work. The hogger, Sol Woods, pulled out with eight or ten flatcars and a crummy and proceeded to Mortmere (now Mortmar), below sea level, where we found several section gangs waiting. They loaded sacks of sand onto the cars. Then we moved on for about a mile and they unloaded the sacks and piled them at the ends of ties, where flood water was already lapping, and we went back for more.

While we were rolling at a very slow pace, a white-collar man sitting on a sack said to me: "Brakeman, please go up to the engine and tell the engineer to run a little faster."

"Yes, sir," I answered, "but I don't know if he will. We have a five-mile slow order and these hoggers live up to 'em pretty close."

"You tell him that I said it would be all right."

After I had given Sol this message, we shuttled back and forth more rapidly. That was my introduction to H. V. Platt, the new division superintendent, who later became a close friend of mine. We soon learned that the water was coming too fast for us to save the track with sand bags. For a few days trains plowed through the water, their locomotive pilots slicing the waves like a destroyer's bow. Then began a mad rush of building shooflys, or temporary tracks, ahead of the flood. The water was rising at the rate of four inches each 24 hours. With the gradual slope, that moved the edge quite a distance.

Many oldtimers remember this SP clubhouse at Indio as it looked 50 years ago.

BEFORE the original track was abandoned, A. T. Mercier, a rodman on the surveying crew (who later became president of the Southern Pacific) waded along the line ahead of trains, feeling for any defects which might ditch them. We battled to keep the track ahead of the water. One shooffly after another was built, only to be torn up and relaid elsewhere. A map of those numerous shooflys would have resembled a spider web. I asked Mr. Platt how many work trains were operating at Salton.

"Fourteen," he said, "and if you can tell me where to use 'em, we'll have fourteen more."

By the time the water had risen 8 or 10 feet above the original track it was decided to salvage the rails. A derrick barge brought from San Pedro helped with the salvage. The sight interested me very much. A swimmer would seize the "rail tongs," dive, and secure them to a rail. The hoisting engine on the barge would chatter, pulling slowly; the front of the barge would sink lower and lower; then, with a surge and a leap the rail would spring above water, to be laid on a cargo barge and, later, used in one of the shooflys.

The telegraph offices were placed on rollers and every few days several teams of horses would pull them away from the advancing water. For a while the lineman kept cutting in loops of telegraph wires to keep the stations operating to handle train orders and messages. At length, when water was about to inundate the wires, a subma-

rine cable was brought, the offices in the flooded district were cut out and bypassed, and the dispatchers worked through the submarine cable to offices east of the flooded district.

With telegraph facilities lacking, that part of the division became, in effect, a "no man's land." Anything went; no orders, no schedules. When you saw a chance to move, you acted quickly lest someone else beat you to it. Inasmuch as some of the shooflys had sharp curves, the train speed was limited to a mere crawl. Cornfield meets were frequent, but who cared? It was railroading in the raw.

After the water had been stopped, the Salton Sea covered 700 square miles. Between the towns of Salton and Durmid, below sea level, the rails crossed a long narrow arm of the sea. Dining-car cooks dumped their scraps of food into it, and the sea became a breeding ground for myriads of fish. Passenger trainmen would point out this lively sight to their riders. Toss almost anything into the briny and fish would swim toward it. I have seen the finny creatures so thick that those on top were forced above the surface of the churning water.

SINCE the advent of the Salton Sea, the climate in that region has undergone a pleasant change. I remember one day, though, when the weather was hotter'n the hinges of hell, with the mercury at 115. I was a conductor then, running out of Yuma, Arizona. After crossing the Colorado River that glittered like fire, we were flagged at the foot of Aras hill and told that the heat had knocked out Jimmie Gratto, our superintendent of bridges and buildings; so we picked him up and rushed him to Indio.

My caboose, No. 339, had side as well as end doors. Taking the mattress from my bunk, I laid it on the floor between the two side doors, which I kept open to let in whatever tiny wisps of breeze might be blowing over the sun-baked desert. Some empty refrigerator cars in my train had a little ice left in their bunkers. I instructed my brakeman to wet a towel in icewater. We draped it over the patient, wrapped an icy-wet towel around his head like a turban, and lit out for Ogilby, the next telegraph office. There I notified the train dispatcher that I wanted a clear track to Indio and the hospital; and he put three eastbound trains, a passenger and two freights, in the hole for us.

Instead of taking my whole train, I left most of it at Ogilby, keeping only the engine and ten oil tanks for braking purposes. Well, sir, we averaged 69 miles per hour with a low-wheeled Mikado from Ogilby to Indio, which was the talk of the division for a long time afterward. Our hogger really had the throttle wide open all the way, with no stop for meets or anything else, and spotted the caboose in front of the hospital. Jimmie Gratto was a small man with a spare build, as I am, and I carried him in my arms into the hospital. A few days later he was up and around. He often said that we had saved his life with ice and high speed.

On an earlier occasion, when I was braking, our 60-car freight was too heavy for an old Mikado to lug up the steep grade with one trip, so we stopped that night at Flowing Wells, a deserted hamlet, to cut our train in two and "double the hill." Months before, a Southern Pacific section gang had been stationed there but now the wooden buildings were empty, warped, and sun-blackened. When the Mike returned to take the second half of our train up the grade, Conductor O. I. Lockwood lifted his oilburning lantern in a highball and swung aboard the caboose. As he opened the door a low growl and flashing white teeth startled him. He saw a small black and tan animal crouching on one of the bunks.

"Damned if it ain't a dog!" he said. "Here, boy! Come on, boy!"

He held out the back of his right hand for the little beast to sniff, which

Typical Mexican farm laborer at work in the Imperial Valley of California.
Photo by Richard V. Steinheimer

is the first step in making friends with a strange dog. The black and tan approached warily, satisfied himself that the offer of friendship was genuine, wagged his tail, and soon was jumping all around the man. When I caught the caboose at Iris he lay sprawled on the floor at the conductor's feet. He greeted me with wagging tail but didn't leave "Lock."

We wondered where he had come from. The nearest habitation was Niland, the junction with the Calexico branch, several miles west, and we did not see how any creature except a lizard or rattlesnake could have survived at Flowing Wells which, despite its name, was waterless, its lone well having dried up before the trackmen left. We fed him, of course, and named him Boomer.

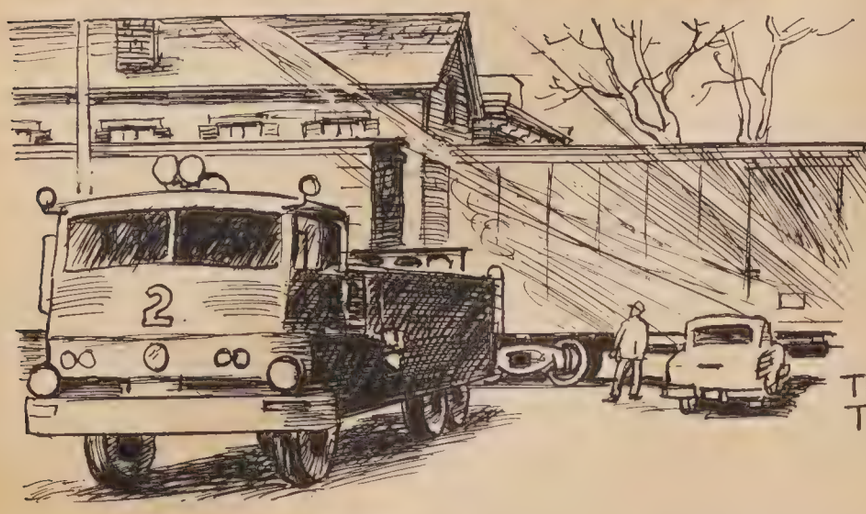
Well, sir, Boomer adopted that waycar as his home. He rode with us to Yuma and stayed on the caboose after that, traveling back and forth. At last, one morning, my wife found his little body on the station platform at Indio, waiting for a train that for him never came. I don't know what he had died of nor, for that matter, how in tarnation he'd ever got to Flowing Wells that night he came into our lives when we were running below sea level. ●

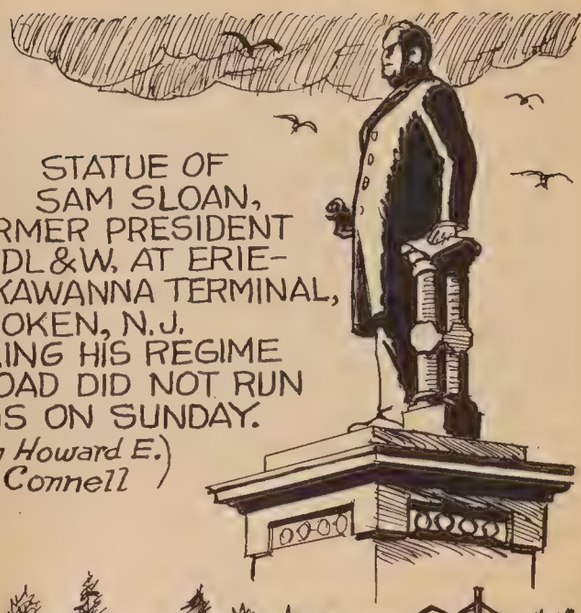
Photograph from Southern Pacific archives

After viewing America's below-sea-level desert, a Congressional Committee on reclamation of arid lands crossed the border in first train of sleeping cars and a diner to arrive in Mexico from California. Photo made June 10, 1905, near Calexico.

ALONG THE IRON PIKE

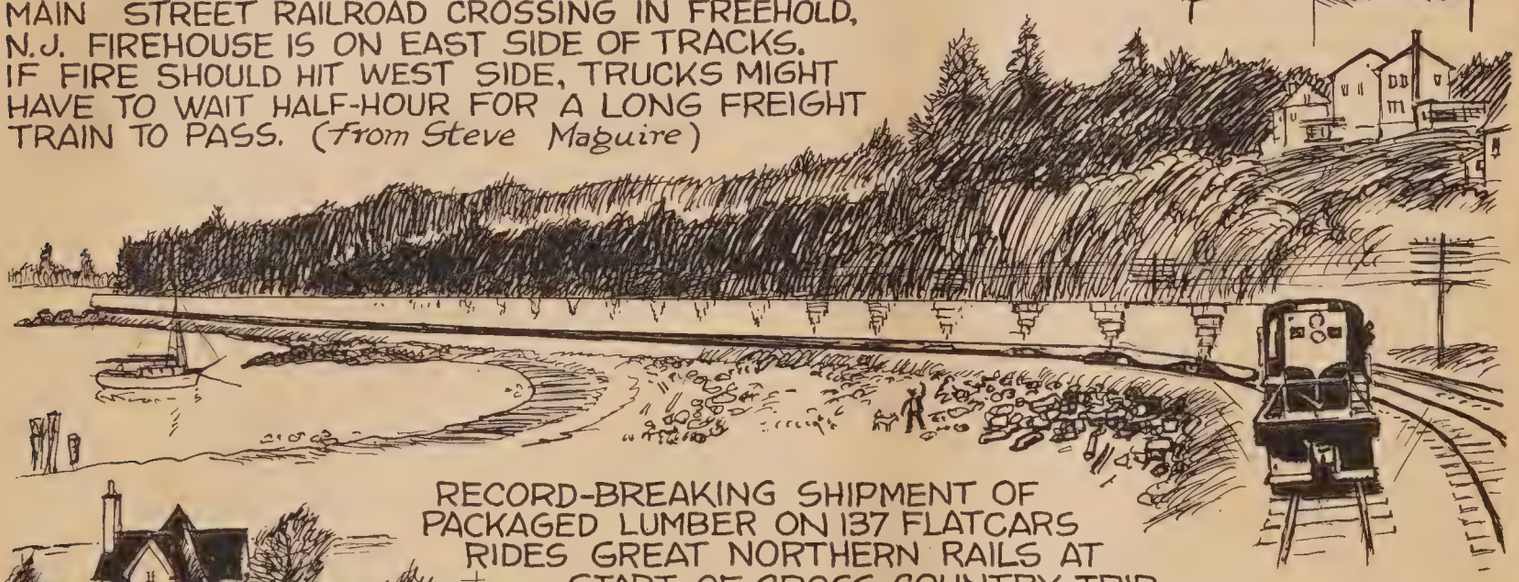
by Joe Easley



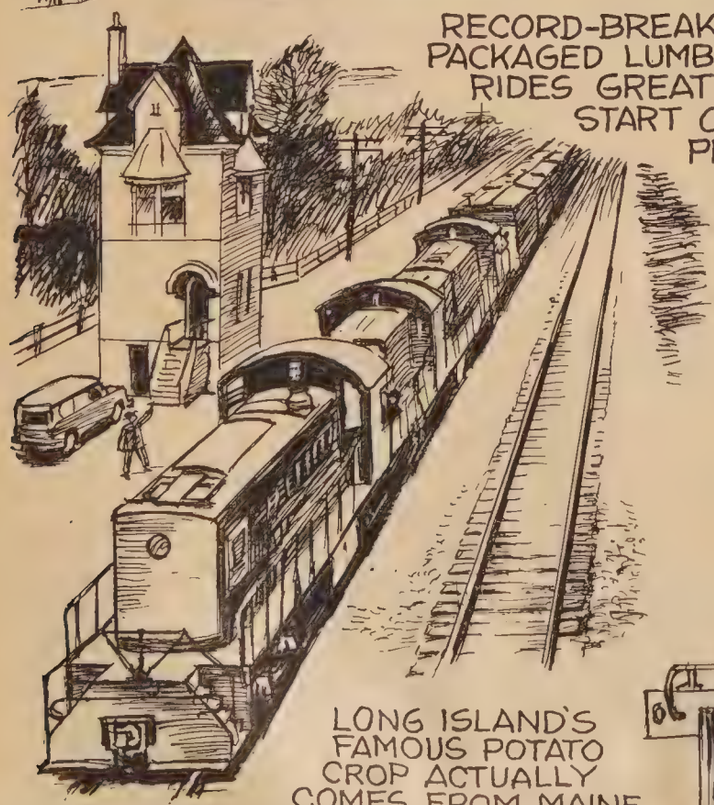


STATUE OF SAM SLOAN, FORMER PRESIDENT OF DL&W, AT ERIE-LACKAWANNA TERMINAL, HOBOKEN, N.J. DURING HIS REGIME THE ROAD DID NOT RUN TRAINS ON SUNDAY. (from Howard E. McConnell)

STAND-BY FIRE TRUCK IS KEPT ON WEST SIDE OF MAIN STREET RAILROAD CROSSING IN FREEHOLD, N.J. FIREHOUSE IS ON EAST SIDE OF TRACKS. IF FIRE SHOULD HIT WEST SIDE, TRUCKS MIGHT HAVE TO WAIT HALF-HOUR FOR A LONG FREIGHT TRAIN TO PASS. (from Steve Maguire)



RECORD-BREAKING SHIPMENT OF PACKAGED LUMBER ON 137 FLATCARS RIDES GREAT NORTHERN RAILS AT START OF CROSS-COUNTRY TRIP, PROTECTED FROM WEATHER BY NEW TYPE OF KRAFT PAPER. (From Thilmany Pulp & Paper Co., Kaukauna, Wis.)



LONG ISLAND'S FAMOUS POTATO CROP ACTUALLY COMES FROM MAINE. THAT IS, "SEED" SPUDS GROWN IN MAINE ARE SHIPPED TO THE ISLAND FOR TRANSPLANTING. LIRR TRAIN OF 102 CARLOADS OF SEED POTATOES IS SHOWN PASSING BETHPAGE, N.Y. (From Long Island Railroader)

WORLD'S LARGEST ENGINE IN 1898, WHEN PITTSBURGH LOCOMOTIVE WORKS BUILT HER, WAS UNION RAILROAD 2-8-0 NO. 96. (from URR News)

ASK BARBARA: Railroad questions are answered here by our research expert—as many as space permits. Top priority is given to subjects of general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York, N. Y. 10017. No replies are sent by mail.

INFORMATION BOOTH

1 *When and where was the first use of the illuminated track diagram that is now standard equipment in train dispatchers' offices?*

In 1900 at Acton Town (Mill Hall Park) in England it was first tried out in connection with resignaling on the District Railway, due to electrification. This new gadget dispensed with a considerable number of separate track indicators and brought all track occupancy information on to the plan of tracks and signals, enabling signalmen to concentrate more effectively on the job of handling traffic.

2 *Which engines did Walt Disney use to film "Andrews Raiders," the Civil War incident shown on TV in two parts in his "Wonderful World of Color"?*

The *William Mason,* an authentic-looking replica borrowed from the Baltimore & Ohio Museum, and the *Inyo,* a Virginia & Truckee original, formerly used to haul gold and silver bullion of the famed Comstock Lode.

3 *Which American railroad uses the most concrete ties?*

Probably the Norfolk Southern, which has about 70,000 concrete ties on its track in North Carolina between Phosphate Jct. and Aurora and Lee Creek, 31.5 miles.

4 *History, please of Canada's first railway, the Champlain & St. Lawrence.*

That line, 14.5 miles of standard-gage track in Quebec between Laprairie and St. Johns, was opened July 21, 1836. Built as a portage around a cataract in the St. Lawrence River, it was designed to link Montreal with New York City. Passengers journeyed by water from Montreal to Laprairie, then by rail to St. Johns, where they took a boat to Burlington, Vt., or some other New England town, and from there they rode another railway to New York.

Rails were wooden but topped with strap-iron to facilitate rolling. First locomotive was the *Dorchester,* built in England by Robert Stephenson & Co. Upon arriving by steamship at Laprairie, she was assembled by Ziba Pangborn, a Vermont blacksmith who had won fame in 1808 by installing an engine on the *Accommodation,* the earliest steamboat to ply the St. Lawrence.

Assisting Ziba in assembling the *Dorchester* was his 23-year-old son, George, who became Canada's first locomotive engineer. Fourteen small coaches were coupled behind the engine for her maiden trip, but the iron horse could not pull more than two of them at a time, so flesh-and-blood horses were hitched to the other 12. George Pangborn drove that pioneer engine until 1850, when she was sold to the Lanoraie & Industry Railway. In 1852 he resigned from the C&StL. Fellow workers gave him a gold watch on which was engraved the only known contemporary picture of the *Dorchester.* Two years afterward he returned to the same railway as an engineer, a position he held until retirement in 1874. He died in 1882.

Meanwhile, one of his cousins, J. S. Pangborn, served as a drummer boy in the Civil War, saw his father killed in battle, rode in the Baltimore & Ohio cattle car which took his father's body to New York, and eventually became a major. In 1876 Major Pangborn got a job with the Santa Fe as America's first railroad publicity man. Later he traveled by sled through Siberia in a fierce Northern winter and drew up a report for the Czar on the proposed Trans-Siberian Railway. As a result, he was given a pass, personally signed by the Czar, entitling him and his heirs forever to free passage on any Russian railroad. Still later, he became chairman of the B&O's general safety committee and built many full-size models of historic engines that were exhibited at world's fairs and are now in the B&O Museum in Baltimore.

Major Pangborn, who died in 1914, had nothing to do with Canada's first railway, on which his cousin George and other relatives worked, but is mentioned here because he was colorful and adventurous. The Champaign & St. Lawrence is now part of the Canadian National system.

Twin-spout water tank, Francis, Mo., long ago, owned by Chicago & Alton and used also by Burlington Lines.

John D. Robertson
808 E. Monroe St., Mexico, Mo.

5 *What are counter-weights on steam locomotive driving wheels?*

It is impossible to balance a driving wheel of a steam engine throughout its revolution. The next best thing is to add just enough weight to balance it partially in relation to the weight of the side rods and driving rods (butt) on the top and bottom and the weight of the front and back. To balance the latter totally would make the drivers too heavy at the bottom when the counter-weight is down and too light when it is up. To balance only the weight of the rods when up or down would involve too little weight on the front and back part of the stroke, causing the engine to lope forward and back. Hence the need for counter-weights.

6 *When and where was power interlocking first used?*

In 1876 on the Mantua wye of the Pennsylvania Railroad in West Philadelphia from 36th to 40th streets. It was installed on a trial basis for use in handling traffic for the Philadelphia Centennial Exposition. This interlocking was a pneumatic type designed under D. A. Burr patents which used compressed air for the control and operation of switches, air for the control being cut off after the switch operated.

7 *Are any hopper cars built of aluminum or aluminum alloy?*

Yes, the Burlington has recently put in service 140 bottom-discharge hopper cars built of aluminum alloy. Hauling more than 7,000 tons of coal 133 miles in unit trains of 70 cars each, these hoppers travel between a mine at North Benton, Ill., and an electric generating station at Machens, Mo., just north of St. Louis. This gleaming new equipment is said to have been responsible for reducing volume-freight rates on coal between the two points from $2.98 to $1.20 per ton in 1,000-ton lots. Each car can hold 105 tons of coal but weighs only 53,000 pounds unloaded, which is five tons less than the weight of a steel car of 100-ton capacity.

The Southern and Illinois Central also have cars built of aluminum alloy.

8 *Who built the first palace car in the U.S. and when?*

Pullman Palace Car Co. built the first one, the *Maritana,* and began operating it in 1875. For details see Lucius Beebe's book, *Mansions on Rails.*

9 *My father is a retired locomotive engineer of the Ann Arbor Railroad. Give me a brief history of that line.*

It began in 1870 with the incorporation in Ohio of State Line Railroad Co., which built, in 1871, a steam railroad from a point about five miles from Elm Street, Toledo, Ohio, to a connection with the Detroit, Canada Southern & Toledo at Alexis, Ohio. Also in 1871, a railroad company was chartered in Michigan—the Toledo, Ann Arbor & Northern—to build and operate a line from Alexis, the DCS&T's northern terminal, to Ann Arbor, Mich., about 40 miles; but the financial panic of 1893 killed this project.

Acquiring the State Line and TAA&N assets in 1876, James M. Ashley became known eventually as the father of the Ann Arbor Railroad by reorganizing those two lines as the Toledo & AA Railroad, which he completed in 1877. Three years later another shortline, the Toledo, AA & North Eastern, was organized to extend Ashley's road to South Lyon and Pontiac, Mich. This new line was completed only between South Lyon and Pontiac and then sold to the Grand Trunk, which thereupon built an extension to Jackson, Mich.

The history gets more complicated. Another segment of the future AA Railroad—the Toledo, AA & North Michigan—was formed in 1884 by a merger of the T&AA with the TAA& NE. Additional mileage was built and some of it abandoned. Meanwhile, in 1885, local interests built a Michigan shortline from Alma to Mt. Pleasant and sold it the following year to the AA Co. More building and some abandonments followed. The AA bought and added to its main line part of the Detroit, Lansing & Northern. Then other roads got into the picture: the Toledo, AA & Cadillac; the Toledo, AA & Lake Michigan; and the Frankfort & South Eastern.

On Sept. 21, 1895, shortly after another financial panic, the AA Co. was reorganized and took over most of the railroad mileage mentioned above. Meanwhile, in about 1890, the company ordered two car-ferry boats and began operating them on Lake Michigan in 1892 out of docks built at Frankfort and Kewaunee, Wis. This was the first lake car-ferry service operated regularly by any railroad. The AA also has the distinction of being the only railroad with more water mileage than land mileage. Today the AA is controlled and operated by the Detroit, Toledo & Ironton, which took over that road from the Wabash.

10 *Where can I see steam locomotives in action in Great Britain, which I will visit late this summer?*

We put that question up to John Drayton (see his letter in *Mail Car*). He says British Railways today have nearly 3,000 of the 20,000 or so steam engines they once had. Here are the best places for seeing them: London. (Waterloo), Feltham, Bournemouth, and Eastleigh. *Southern Region:* Banbury, Wolverhampton, Birmingham, Crewe, Preston, Wigan, Birkenhead, Chester, Stockport, Manchester, and Carlisle. In parts of the *North East Region:* York, Doncaster, New England, and Newcastle. *Scottish Region:* Berwick, Edinburgh, Glasgow, Perth and Sterling.

"London Transport is composed mainly of juice lines and buses," he adds, "but Neasden depot has a few pannier tank engines, bought from our Western Region. A few years ago I went there, fired a freight engine to North London, borrowing a Great Western shovel to show them our method of getting steam, which they seemed to appreciate."

Additional steam locos run in the *Western Region,* narrow gage, and on a few private museum lines.

Gil Lathrop, author of "Railroading Below Sea Level," spent many years on the Rio Grande and WP as fireman, brakeman, conductor, switchman, engine foreman, and yardmaster. Now retired and living at 179 Edlun Road in Grand Junction, Colorado 91501.

11 *Give me a brief history of Niagara Junction Railway.*

Incorporated 1892 in New York. In 1948 Niagara Falls Power Co. sold its capital stock, 50 percent to New York Central and 25 percent each to the Erie and Lehigh Valley railroads. The line is 44 miles long and has nine electric locomotives.

12 *After reading "Rock Island Doodlebugs" (April issue), I'd like to know if the CRI&P ever had gas or diesel-electric powered passenger railcars equipped for double-ended operation?*

No, says Edward J. Wojtas, who wrote the article; all were single-ended operation.

Photo by Joel Van Wambeke, 6000 Porter Rd., Niagara Falls, N.Y.

Locomotive No. 18 of the Niagara Junction Railway, a 44-mile electrical line.

13 *What is the total membership of the National Railway Historical Society?*

Latest report is an all-time high of 3,950, making NRHS the largest railfan organization on the continent, with 63 chapters in the U.S. and Canada. For details, write F.J. Allston, Jr., Public Relations Representative, 119 George Ave., Metuchen, N.J. 08840.

14 *Please reprint the poem "Jim Wood, the Engineer"?*

Here it is subtitled "A Wild Night on the Old Virginia & Truckee," by C.H. Holland, reprinted from *The Territorial Enterprise* of Feb. 12, 1879. Lucius Beebe donated this poem, among others, to our files shortly before his death.

"I've had a premonition, boys;
For some time back I ain't felt right,
And something tells me not to go
With the old girl out on my run to-night—
There's danger up the road!

"Laugh if you will, but mark me, lads,
Afore my run tonight is done
Something'll happen to me or the train,"
Said old Jim Wood, of "41,"
That pulled the *Night Express.*

He stood beside his wedded bride,
His only love, "old 41"
And waiting for the signal which
Should start him on his midnight run,
He spoke the words above

To a little knot of railroad men
Upon the platform, who beside
The engine stood. These his chums,
Grand old veterans, true and tried,
And among them Jim was King.

The flickering flame of the torch he held,
His withered form all lank and lean,
His tragic earnestness of speech
A special weirdness gave the scene,
And made one's blood start cold.

The *Night Express* rushed frantic on,
Dark clouds long gathering over all
Now frenzied burst, and truth it seemed,
That earth would need them for a pall
Ere this demon's night were done.

Old Jim thought not of the driving rain;
He little cared how the lightning flashed;
But leaned far out into the storm—
As madly on his engine dashed,
Striving to pierce the gloom.

His thin face rigid, cold and white,
Illumined by the lightning's gleam
And eyes fixed, staring up the track
A ghastly spector made him seem,
Of if not that, a corpse.

A wild unearthly, piercing shriek
Of terror woke from pleasant dreams
The peaceful sleeping passengers;
It was a giant's frantic scream,
The cry of "41."

Right dead ahead Old Jim descried
A red light swinging to and fro,
That seemed a demon's lurid torch
To light the way to realms below,
And his satanic majesty.

Two pix donated recently to Colorado Railroad Museum, Box 10, Golden, Colo., show wreck on joint Sante Fe-Rio Grande trackage somewhere between Denver and Colorado Springs. A Santa Fe 2-10-2, possibly hauling a freight train, seems to have bashed into the rear of another 2-10-2, Rio Grande No. 1405, built by Brooks. Possibly the Rio Grande steamer had been helping the Rio Grande engine over the jointly-owned line. Does any oldtime railroader recall what happened and when?

He jerked the whistle cord in twain.
'Twas but a flash when all was done;
He hauled her over, plugged her tight—
The groaning giant "41."
Then closed his eyes to die.

A woman stood beside the track,
All in this wet and dismal night,
An old tin box, a tallow dip,
And a red rag formed her signal light
That stopped the *Night Express.*

"Mr. Engineer," this female said,
"Bill's sick in bed with a boil on his nose
And I've got to be sorta kind to him. So
If you've any tobacco about your clothes
I'll borry Bill a chaw."

With a curse he jerked the throttle back,
Like a startled deer or a breath of wind,
The engine sprang into the night,
Leaving the maiden far behind,
The picture of distress.

Again the *Night Express* tears on,
Old Jim rides now with steady nerves;
His first fear and his last is gone,
And sweeping, swinging 'round the curves
He blesses "41."

Running Extra

"For years I have been seeking a copy of the poem 'Dad's Last Trip.' which either *Railroad Magazine* or *The Engineers Journal* published in the 1930's, and I wonder if some reader could help me," writes William R. Gould, vice president of Southern California Edison Co., P.O. Box 351, Los Angeles, Calif. 90053. "Also I collect photographs of the Steam Age on the Salt Lake Division, Denver & Rio Grande Western, and especially the Utah Railway, which used joint trackage on that division. Where can I get such pictures?"

James Garcia, get in touch with your brother, M.P. Garcia, 1421 Bancroft St., San Diego, Calif. He says you're 59, a telegraph operator possibly working for the Union Pacific.

Letter from James T. Hatfield, 728 N. Prospect St., Kansas City, Mo. 64120: "Your helpful answer to question 3, May issue, dealing with the life expectancy of retired railroad men, makes this ex-boomer, age 62, feel like an audacious young upstart. I quit railroading early in the Depression and worked in hotel and restaurant kitchens. For years I have been following, more or less, the way of life you indicated briefly in item 3, and thus far I have escaped the chronic diseases, including those not mentioned in polite society, that afflict so many people younger than I." (Thanks, Jim. You'll find more details along this line in *Prevention,* a 50¢ monthly magazine devoted to the prevention of disease and the maintenance of good health, 33 E. Minor St., Emmaus, Pa. 18409.)

Can any reader tell us who wrote the following verse (sent in by R.H. Mills, 344 Walker St., Greenville, Miss. 38701) and whether or not it is part of a longer poem?

I am not allowed to run the train;
The whistle I can't blow;
I am not allowed to say how far
The railroad cars can go;
I am not allowed to shoot off steam
Nor even clang the bell,
But let it jump the rusty track
Then see who catches hell.

"The Long Island was not the first railroad to operate substations by remote control," writes George K. Friend, 221 Clagett St., Deer Lodge, Mont. "For more than five years the Milwaukee Road has been running 10 of its 14 substations on the Rocky Mountain Division in Montana by remote control. This control is by carrier currents over a pair of wires held up on trolley poles. Substations supply current to the trolley at 3200 volts DC from motor generator sets located in the stations. Also, current and voltage readings are relayed back to the control point over the same pair of wires. Switches in the substations are closed by air cylinders and opened electrically actuated by push buttons at control points. The Milwaukee's four substations that are still manually operated are on the steeper grades, subjected to heavy regeneration."

The ancient Granite Railway at Quincy, Mass., mentioned in our June department, used switches as well as America's first railway turntables, and cars with swiveling trucks, comments George W. Spire, 1120 C St., S.E., Washington, D.C. 20003.

Timken Roller Bearing Co. announces the production of its 2 millionth "AP" railroad bearing. This self-contained type unit was first made in 1954. It lowered railroad operating costs because the AP's turned for thousands of miles without special maintenance, being lubricated once every three years according to rules of the Association of American Railroads.

For the first time, the *Car Builder's Cyclopedia* (founded 1872) and the *Locomotive Cyclopedia* (founded 1905) are combined in one volume, entitled *Car and Locomotive Cyclopedia,* 1,200 pages, illustrated, published in 1966 by Simmons-Boardman, 120 Church St., New York City.

Hydrostatic Lubricators

"I was much interested in J.H. Hanlon's item on the origin of the hydrostatic lubricator (May issue)," writes Charles W. Swift, president of Federal Brass Manufacturing Co., 809 W. 2nd St., Elmira, N.Y. 14902. "I may shed some light on the subject. I unpacked an old case of patents and papers belonging to my grandfather, the late Allen W. Swift. I understand that he invented the hydrostatic sight-feed lubricator. According to the old patent papers, it was described as a 'displacement' lubricator, apparently developed in the 1870's, with the first of many patents granted March 21, 1892. Other patents were granted to him by Canada, England, Germany, France, Italy, Spain and Russia.

"Apparently lubrication of steam cylinders began with pouring oil on piston rods and through relief valves rather frequently when friction developed. Later, the plain engine lubricator was developed. These were mounted on the top of the slide valve case, as old locomotive prints show, and consisted of a fillable reservoir with a regulating valve underneath, which was set by guess and spread out the lubrication better than the 'feast or famine' of hand oiling.

"The Swift Lubricator was installed in the cab, a separate one for each cylinder. The sight-feed, known as a 'bull's-eye,' consisted of a German silver plate with a gasketed glass disc. When the lubricator was filled with oil, the window was black. Regulation was by controlling the amount of water from the condenser. As a drop of water slid down the silver plate into the reservoir, the operator knew that a drop of oil was being displaced into the steam line.

"The first Swift Lubricators in railroad use were installed, I believe, on a Northern Central (now PRR) locomotive here in Elmira for a trial run to Williamsport, Pa., probably in 1882. The engineer, accustomed to using rather liberal quantities of oil by the old tallowpot method, complained all the way because of the relatively small quantity used by the sight-feed lubricator. He predicted the railroad would nail Grandpa's hide to the roundhouse door, so to speak, for scoring the cylinders. But when the cylinder heads were pulled in Williamsport, the cylinders were in perfect condition, using a fraction of the oil. From 1882 through 1938 well over a million Swift Lubricators were made. The volume was reduced, of course, when steam locomotives began to vanish."

Memories of 1889

FLOOD at Johnstown, Pa., in 1889, was recalled by Frank Horn, retired foreman of the Pennsy's car shops at Columbus, Ohio, in these words:

"I'm the only survivor of 30 men from the Columbus shops ordered to the scene. We left Columbus three days after the South Fork dam broke. We unloaded at Cambria early on a Wednesday morning. There must have been a thousand men from all over the system helping to put the railroad back together. Our group was assigned to various gangs and for ten days we worked from dawn to dark, 16 hours a day. I was a car repairman but landed in the cook gang.

"At Woodvale, halfway between Johnstown and Conemaugh, large woolen mills were located along the Pennsylvania tracks. Several hundred girls worked there. Footwalks led from the mills across to high ground, and when the flood started the girls ran out over the walks, which were carried away. If they had stayed in the mills they would have been safe.

"After the repairs were made I saw the railroad's president, George B. Roberts, ride the first engine over No. 6 bridge, a small inspection engine—I used to call them sewing-machine engines. He sat in the fireman's seat and I can still see him looking out that little cab window."

Central Railroad of New Jersey

Motive Power Roster Compiled by Sy Reich

RR. Class	Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tract. Effort	Weight	Date	Notes
FD-42	50-59	1500	GM-EMD	F3A	B-B	57,225	228,900	1947	1
FD-42	1A-5E	1500	GM-EMD	F3B	B-B	55,600	222,400	1947	1
FD-43	70-79	1500	BW	DR 4-4-1500	B-B	67,875	271,500	1947-8	2
FD-43	11K, 12L, 13M, 14R, 15S	1500	BW	DR 4-4-1500	B-B	66,932	267,730	1947-8	3
D-30	1000	300	AGEIR	———	B-B	30,000	120,000	1925	4
SD-12	1001	275	Daven.	———	B	17,500	70,000	1941	5
SD-26	1005-1008	600	GM-EMC	SW	B-B	51,395	205,580	1939	6
SD-24	1009-1010	600	GM-EMC	SW1	B-B	50,010	200,040	1939	
SD-24	1011-1012	600	GM-EMD	SW1	B-B	49,000	195,990	1942	
SD-28	1020-1023	600	Alco	HH 600	B-B	49,875	199,500	1938	7
SD-29	1024-1025	660	Alco-GE	S1	B-B	49,370	197,490	1941	
SD-29	1040-1043	660	Baldwin	VO 660	B-B	48,870	195,490	1942	8
SD-34	1053-1055	1200	BLHW	S-12	B-B	58,675	234,700	1951	
SD-34	1056-1059	1200	BLHW	S-12	B-B	58,675	234,700	1951	
SD-31	1060-1061	1000	GM-EMD	NW2	B-B	61,500	246,000	1942	
SD-33	1062	1000	Baldwin	VO 1000	B-B	60,500	242,000	1944	
SD-33	1063-1064	1000	Baldwin	VO 1000	B-B	60,500	242,000	1944	
SD-33	1065-1066	1000	Baldwin	VO 1000	B-B	60,500	242,000	1944	9
SD-33	1067-1071	1000	Alco-GE	S2	B-B	57,500	230,000	1944	
SD-34	1072-1074	1000	BW	DS 4-4-1000	B-B	59,300	237,200	1950	10
SD-36	1080-1083	1200	GM-EMD	SW7	B-B	60,822	243,290	1950	10
SD-36	1084-1092	1200	GM-EMD	SW9	B-B	60,862	243,450	1951	10
SD-36	1093-1094	1200	GM-EMD	SW9	B-B	60,862	243,450	1952	
FPSD-34	1200-1204	1000	Alco-GE	RS-1	B-B	61,688	246,750	1950	
FSD-34	1205	1000	Alco-GE	RS-1	B-B	61,688	246,750	1951	
FPSD-32	1206-1209	1200	BLHW	RS-12	B-B	60,700	242,800	1953	
FPSD-37	1500	1500	FM	ALT 200.2A	B-B	61,700	246,800	1948	
FPSD-37	1501-1513	1500	FM	ALT 200.2A	B-B	64,024	256,098	1949	
FSD-42	1514-1517	1600	FM	H16-44	B-B	64,957	259,830	1950	11
FPSD-37	1520-1532	1500	GM-EMD	GP7	B-B	63,309	253,236	1952	12
FPSD-46	1540, 1544	1600	Alco-GE	RS-3	B-B	60,505	242,020	1950	10
FPSD-46	1541-1543, 1545-1547	1600	Alco-GE	RS-3	B-B	62,334	249,335	1950	
FPSD-46	1548-1555	1600	Alco-GE	RS-3	B-B	62,850	251,400	1953	
FSD-79	1601	1600	Alco-GE	RSD-4	C-C	90,055	360,221	1951	13
FSD-79	1602-1614	1600	Alco-GE	RSD-4	C-C	90,055	360,220	1951-2	10
SD-79	1615	1600	Alco-GE	RSD-5	C-C	90,075	360,300	1953	
FPSD-53	1700-1704	1600	Alco-GE	RS-3	B-B	62,825	251,300	1953	
FPSD-53	1705-1709	1600	Alco-GE	RS-3	B-B	61,700	246,800	1953	14
PD-30	2000-2002	2000	BW	DRX 6-4-2000	A1A-A1A	63,910	383,500	1946-7	15
PD-30	2003-2005	2000	BW	DRX 6-4-2000	A1A-A1A	63,910	383,500	1948	15
FPSD-67	2401-2407	2400	FM	H24-66	C-C	97,210	388,840	1954	
FPSD-67	2408-2413	2400	FM	H24-66	C-C	94,766	379,063	1956	
FSD-77	2501-2512	2500	GM-EMD	SD35	C-C	93,790	386,769	1965	

CNJ hotshot is making 70 miles per hour through Middlesex, New Jersey.

Photo by Robert P. Morris

Jersey Central Roster Notes

Based on data from CNJ Supt. of Motive Power and Rolling Equipment, roster is accurate as of Feb. 28, 1966. Tractive effort and weight are in pounds. Locomotive builders: GM-EMD, General Motors-Electro Motive Div.; BW, Baldwin-Westinghouse; AGEIR, Alco-General Electric-Ingersoll Rand; Daven., Davenport Locomotive Works; Alco, American Locomotive Co.; Alco-GE, American Locomotive Co.-General Electric Co., BLHW, Baldwin-Lima-Hamilton-Westinghouse; FM, Fairbanks-Morse.

(1) 50-59, 1A-5E originally Central Railroad of Pennsylvania 50-59, 1A-5E. All units scrapped in 1965.

(2) 70-79 are cab units, originally CRofP 70-79, then CNJ 70-79. Units 73, 78, 79 scrapped in 1965.

(3) 11K, 12L, 13M, 14R, 15S originally CRofP, same numbers; then CNJ, same numbers. They were booster units and were scrapped in 1965.

(4) 1000 retired, donated to B&O Museum.

(5) 1001, originally U.S. Army 2332, scrapped.

(6,8,9) 1005-1008,1 1040, 1042, 1066 scrapped.

(7) 1021 sold to a local industry.

(10) These units originally CRofP units, same number. (11) 1514-1517 originally class FPSD-37.

(12) 1528 (1st) renumbered 1526 (2nd). 1531 (1st) renumbered 1528 (2nd). 1526 (1st) renumbered 1531 (2nd). 1531-1532 reclassed FSD-37 with tractive effort of 62,535 and weight of 250,140. 1531-1532 sold to Lehigh & New England Ry., not renumbered.

(13) 1601 sold to L&NE, not renumbered.

(14) 1705-1709 originally class FSD-53.

(15) 2000-2005 originally Wharton & Northern 2000-2005, then CNJ 2000-2005. All scrapped.

Photograph by A. Q. Vogel

Eastbound Jersey Central suburban train with 2,000-hp loco No. 2000 pulls out of Cranford, N.J., en route to Jersey City.

Interesting Railfans No. 44

ARTHUR L. LLOYD, JR.

by Freeman Hubbard

AT AGE fifteen he ran his first fantrip. And in the past two decades Arturo L. Lloyd, Jr.—usually called Art or Arthur—has personally set up or supervised close to 300 steam, electric, and diesel excursions and tours, which may be a record. We don't know anyone more familiar with the detailed procedure of organizing fantrips. In fact, Art's name has long been a household word in our *Coming Events* section, and no wonder, considering his background.

For nearly twelve years the subject of this sketch soaked up knowledge and experience on the Western Pacific as a passenger reservations clerk and public relations man, and for the past five years has been co-owner and assistant manager of a travel agency for the general public, the Clift Travel Service in San Francisco.

The only other railroader in Art's family tree was his father, a dentist, who worked as a Southern Pacific clerk while attending college. But the lad, born May 21, 1925, in San Francisco, has been fascinated by the rails ever since he was five, when his grandmother began taking him on "all-day" Sunday passes over the city's streetcar lines. Around that time, too, he became interested in Lionel tinplate. He laid out model systems, such as the SP commuting network, and ran them more or less according to their timetables with meets, etc., in later years formulating his own schedules.

Photos with this article show a few of the many excursions that Art arranged. (Above) Special train on the International Railways of Central America in 1960.
Both train photos on this page by Art Lloyd

At high school he worked daily in the biology lab after classes, earning $5 per month. This money paid for Sunday trips on the WP, SP, and Sacramento Northern and enabled him to meet Eldon Lucy, Fred Stindt, the late Gil Kneiss, and other railroad buffs. In 1939 he began reading *Railroad Magazine* and its listing of fantrips and he joined the Northern California Railroad Club and the California-Nevada Railroad Historical Society.

As a youth he plunged into railroad photography with a size 616 camera and much enthusiasm. Today he still shoots pictures now and then, specializing in 35mm color slides, but not with the exhilaration he felt in the "golden" days of steam, electric interurbans, and streetcars. At one point in his career, while employed as a post office clerk during a Christmas rush, he became curious about RPO cancellations and made a point of learning which trains handled mail. Today he has nearly 10,000 railroad public timetables, about

Doubleheader on Yreka Western at Yreka, Calif., in 1964, sponsored by Calif.-Nevada RR. Historical Society.

Fans with cameras lined up last Sept. 25th beside Eel River on occasion of a Northwestern Pacific anniversary to shoot a special train on bridge. Three months later the same river, flooded by heavy rain, knocked the bridge off its foundation.

5,000 employes timetables, and close to 15,000 photos, including slides.

For a while he worked as a mudhop (yard clerk) and dispatcher-clerk for the San Francisco & Napa Valley Railroad. That was his first railroad job. Then he took a pre-med course at the University of California, interrupted it to enlist in the U.S. Army, and served in World War II for three years as a medic. Later he organized a bus company with another railfan, drove a bus himself, and studied business administration, public relations, and transportation economics.

In 1949 he hired out to the Western Pacific and became assistant to his friend Gil Kneiss. He used to work out the details for 10 or 12 special trains a year, especially for Cub Scouts and other children's groups; theater specials, including in all 26 trains for Cinerama productions; a Blood Bank car, etc. Although he resigned in March 1961, to go into the travel agency business with T. E. Angelius, he is still a "minister without portfolio" for the Western Pacific and one of their biggest boosters.

"Arthur is always up to his neck in work," writes Angelius, "but is never too busy to assist anyone. Let a friend call for a plain hotel room or just to help out at a party and he will find time to do the job. Sometimes on train tours where he is the escort, conductors give him a bad time. For example, although a recent group consisted of about 150 people, the conductor opened only one

Special train carrying 800 excursionists April 4, 1965, pulled by 6017, oldest SP diesel, stops at Altamont, California.
Both photos on this page by Fred A. Stindt, 978 Emerald Hill Rd., Redwood City, Calif.

Each spring and fall the Pacific Coast Chapter of R&LHS operates more than a dozen "Week-end in the Redwoods" trips in northern California, riding the California Western's *Super Skunk* and Northwestern Pacific's Budd car. Here we see forty-five persons at Scotia ready to board the Budd car for the return trip.

Both photos on this page by Fred A. Stindt

trapdoor on the train to let them aboard. Arthur opened more doors, the people filled the cars quickly, and the train was on its way; but the conductor is still mad."

Our hero doesn't appreciate the value of leisure. He eats fast, is constantly in a hurry. "I know that I should slow down once in a while," he says, "but there is always so much to be done." He is too impulsive. He answers important letters right away instead of allowing himself time to think things over. At the travel agency he is sometimes too quick in making reservations for clients, only to have them change their plans and oblige him to do all the work over again. Art cares little for TV. "Most of the programs aren't worth watching," he tells us, "but I do like the San Francisco Giants in baseball and the University of California football team."

Years ago he joined the Pacific Coast Chapter of the Railway & Locomotive Historical Society and is now its excursion director. One of his neighbors, Fred Stindt, is permanent chairman of the chapter. Art is also past president of the Bay Area Electric Railroad Association and Cal-Nevada and is currently treasurer of the latter group.

Lee Sherwood, editor of *Western Pacific Mileposts,* comments: "I have never known anyone more anxious to please or so eager to help or so capable of getting things done in a hurry as Arthur Lloyd. Art is a leader. He is aggressive and thorough, takes the bull by the horns, and gets a job done quickly. His knowledge of railroading is fantastic—not the juvenile railfan type of factual knowledge but down-to-earth understanding. He would have made an excellent trainmaster, superintendent, or other operating officer."

Art met and married a Philadelphia blonde, Eleanor Hutson, while both were pre-med students at U. of C. "She goes on most of the trips with me," he says, "and helps a lot, especially in answering the scores of phone calls that come at all hours of day and night after a trip has been anounced. On the long tours she assists with tour-member relations, advises the women on what to wear, and so on." Both Art and Eleanor are active in the Republican Party .

Railfan 44 is well built, 5 feet 11, has brown eyes and black hair graying at the temples, and weighs about 170 pounds. He lives at 974 Pleasant Hill Road, Redwood City, Calif. 94061, and has three children: Lynne, 19, married; Larry, 15; and Liane, 7, and a granddaughter. He is fond of animals and ever since childhood has had a dog and other creatures such as a monkey, hamsters, pet ducks, and so on. His present dog, Snoopy, is fat and spoiled.

Art has never gone hunting nor had a desire to do so. Like most of our "Interesting Railfans," he is a non-smoker. He maintains good health, rarely uses drugs of any kind, and keeps trim by eating moderately, swimming 20 laps around a pool almost every evening, and walking between his office and the SP station to commute with Fred Stindt. As seatmates on suburban trains, he and Fred jointly plan the R&LHS trips; and he collaborates with Eldon Lucy on the Cal-Nevada excursions. Some years ago, when Art was an officer of the Bay Area Electric Railroad Association, he organized many interurban and trolley jaunts for that club.

"Each year," he says, "it is getting more difficult, especially with the SP, to operate excursions. But I pride myself on never taking no for an answer. When we get a negative answer from a carrier for some phase of operation or

Hawaii in 1957: group gathers beside Oahu Ry. private car 64 prior to a trip.

a trip, I try to come back at them with alternate ideas and I keep bringing up the subject until a compromise is reached and an agreement to run the trip is forthcoming.

"There is an adage, 'Win some, lose some.' We have lost out on not more than five or six proposed excursions in the past 20 years. Our R&LHS chapter has never canceled a trip after announcing it. Some proposals died before being born. The ones canceled have been mainly those which go to points easy to reach by regular means. The trips to "different" places or "off the beaten track" are big successes."

Art Lloyd recalls only one case of petty theft on a trip he organized. He found a detached engine bell under a coach seat, returned it to the carrier, and nothing more was said. But an embarrassing incident occured when he ran a trip over the SP's Kentucky House branch for Cal-Nevada in 1950.

"We stopped at Lodi on the return," he reminisces, "and there was a mixup on exact departure time. I had insisted on an additional 20 minutes and thought the matter was settled. A dozen of us, including the president, Eldon Lucy, and Grahame Hardy, my wife, and others were uptown and about six blocks from the station. We heard the engine whistle off, but someone said: 'Don't worry; they won't leave without the president and the excursion director.' But they did leave. We raced to Stockton in taxis, missed the train there, rode the Santa Fe's 63 back to Berkeley, where I was then living, and met the special when it arrived. Needless to say, we were pretty burned up. Since then I've always replied to people who say, 'Don't worry; Arthur won't be left,' that such a thing did happen once and could happen again."

Art has a strong aversion to "motorcaders" on railfan trips, according to William S. Billings of San Francisco, who writes: "He doesn't have much use for people who follow the trains in their automobiles, taking pictures and making tape-recordings while those who ride the train are paying to make the trip possible. I recall one or two occasions when Arthur had a white sheet draped in front of the steam locomotive while running between picture stops so that the train would not be photogenic for motorists. He arranged to have the stops made at points far from any road and there he'd remove the sheet to let the train riders take good pictures."

Another of Art's pet peeves is "wanton spending by our Government and the pellmell rush toward inflation." Says he: "None of the Federal officials or agencies seem to be making an effort to economize. You and I pay for this extravagance by more and more taxes. It's a system of penalties. The harder you work, the higher you are taxed."

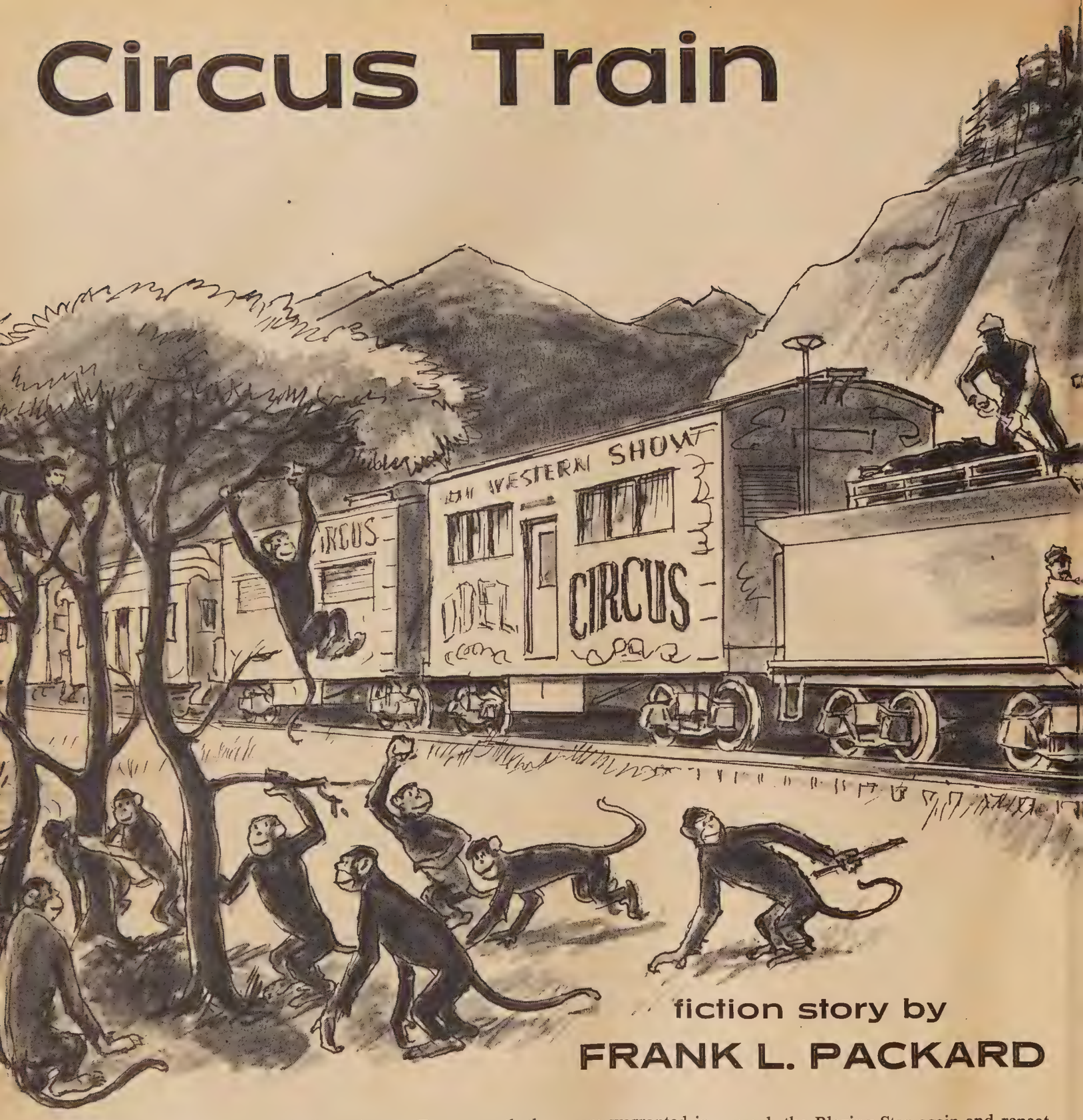
The ICC also comes in for sharp criticism from Art Lloyd.

"Why does the Commission restrict rail carriers and keep rail freight rates up," he asks, "thus letting their subsidized competitors on the highways and waterways haul certain commodities that otherwise could be shipped more economically by rail?"

Art is a regular reader of both *Railroad Magazine* and *Trains*. "I prefer *Railroad*," he says. "Frankly this wasn't the case about two years ago. *Trains*' present editorial policy seems to be a 'party line' designed to keep the advertising. I resent especially their attitude toward passenger service, which I still feel strongly has a place in the nation's transportation picture. Like other commodities, train travel must be advertised and sold, which most railroads refuse to do." ●

Eleanor and Arthur Lloyd on upper deck of the steamship *President Roosevelt*.

Circus Train



fiction story by

FRANK L. PACKARD

DAN McGREW dropped off a train casually one day at Big Cloud, in the Canadian Rockies, and asked for a job dispatching. A man in those days out West wasn't expected to carry around his birth certificate in his vest pocket; so they gave him a job on the Hill Division, assisting the latest new man on the early morning trick, as a test.

Pretty soon they found that he was better, a long way better, than the latest new man, whereupon they put him on a regular dispatcher's trick and thought they had a treasure.

For a month they were warranted in their belief—until he cut loose. One afternoon McGrew went into the Blazing Star Saloon and he left it only when deposited on the sidewalk at four the following morning. This was the hour he was supposed to sit in for his trick at the key, but at that time Dan was quite oblivious of all such considerations.

A freight crew, just in and coming up from the yards, carried him home to his boarding house on Railroad Avenue; and he got back his powers of locomotion enough by late afternoon to reach the Blazing Star again and repeat the performance. He ended up with a week in the hands of little Doctor McTurk.

"Your heart's bad," the doc announced, "and your liver, cirrhosis, but mostly your heart. You'll try this once too often and go out like a collapsed balloon."

The patient blinked. "I've heard that before," he said.

"Indeed!" snapped the doctor.

"Yes," McGrew went on, "quite a few times. But right now I have a job to worry over. Got any idea what

Superintendent Carleton said about it?"

"You keep this up," said McTurk, "and it won't interest you what Carleton or anyone else says."

Later, it was Tommy Regan, the fat-paunched master mechanic, who saved McGrew's job. The matter was settled over the nightly game of pedro between the superintendent and the master mechanic upstairs in the super's office over the station. Incidentally, they played pedro because there wasn't anything else to do at night. In those days Big Cloud, like the rest of British Columbia, had no grand opera house, and the movies, radio, TV, and automobiles were still things of the future.

"He's a rough case but give him a chance," Regan ventured mildly.

"A chance?" echoed Carleton with a hard smile. "Give him a chance to wreck a couple of trains while he's boozing over the key?"

"No," said the master mechanic, "a chance to make good."

Carleton laid down his cards and stared across the table. "Go on Tommy, what's the answer?"

"Well, he's a past master on the key. That counts for something. Why not send him somewhere up the line where he *can't* get a drink? It might make a man of him and save the company a good operator. We need operators."

Carleton picked up his cards one by one. "I suppose you mean a place like Angel Forks."

"Well, what do you say?"

"Oh, yes," agreed Carleton, "he can have *that*—after I've talked to him. We *are* short of operators. Perhaps it will work out."

"He'll take it," said Tommy Regan, "and be glad to get it."

HE DID take it and was glad. McGrew had been night man at Angel Forks for about a month when a young fellow came to Big Cloud fresh from telegraph service on the Pennsy. They called him "the Kid" because he looked it—didn't have to shave very often.

His real name was Charlie Keene. A thin, wiry, little chap he was, with a bright look in his blue eyes. Pretty good on the key, too. Not a master like McGrew, for he hadn't had the experience,

but he could send and take with the best of them.

The day man at Angel Forks didn't drink, and they promoted him to a station farther along the line that was a little less gloomy than Angel Forks. And the Kid, naturally, being young and new to the system, had to start at the bottom, so they sent him up to Angel Forks on the morning way freight, No. 47, the day after he arrived in Big Cloud.

Something about the Kid got the train crew right from the start. They were halfway to Angel Forks when he shifted from the caboose to the cab for the rest of the run. "Fatty" Hogan was poking a long-spouted oil can into the entrails of the 428 while the train crew were throwing out tinned biscuits, canned meats, and contract pie for the lunch counter at Elk River, and the plump engineer himself invited Charlie Keene into the cab.

That's how the Kid got acquainted with Hogan and Bill Coussirat, who was firing. Bill was an artist in his way, apart from the shovel, and he spoke to the Kid. He drew a shuddering picture of the desolation and general lack of all that made life worth living at Angel Forks, and he told about Dan McGrew and how headquarters had turned Angel Forks into what he called a booze-fighter's sanatorium.

By the time the freight whistled for Angel Forks, Hogan was leaning toward them to hear what he could over the roar and pound of the 428.

Angel Forks did have one thing, rugged grandeur. Across the track and siding, facing the two-story wooden station, the bare gray rock of a cut through the mountain base reared upward to meet a pine-covered slope. On one side there was a little valley, green and velvety, bisected by a rushing stream. The mountains closed in around it, towering to majestic heights.

But sign of habitation there was not, apart from the little depot, Angel Forks was important to the Transcontinental Railway on one count only—its siding. Geographically, the train dispatcher's office back in Big Cloud never lost sight of that.

It was desolate—except to passengers looking out the car windows. Horton, the day man that the Kid was relieving, evidently had found it so. He was waiting on the platform with his trunk when the way freight pulled in, and he turned the station over to the Kid with no formality.

"God be with you till we meet again," was the gist of his remarks, and he spoke with a mixture of sympathy for another's misfortune and elation at his own escape.

THE KID found himself in charge with almost breathtaking celerity. About one minute after he had jumped to the platform he was reporting freight train 47, the one that had brought him in.

It wasn't quite what he had been used to back East, and he grinned as his fingers tapped the key. By the time he had got back an OK, the caboose was swinging around a curve and out of sight. The Kid, then, had a chance to look about him.

He found Dan McGrew upstairs, after he had explored the ground floor of the station, which was a combination kitchen, living room, and dining room that led off from the office. A ladder-like staircase led up to a room under the eaves with two bunks in it, one on either side. The night man was asleep in one of these, and the Kid did not disturb him. After a glance at the cheerless quarters, he returned downstairs to pick up the threads of the office.

Dusk comes early to the Rockies in the fall, and at five o'clock the switch and semaphore lamps were lighted. In the office the Kid sat listening to some stray-time stuff coming over the wire when he heard the night man moving overhead and presently start down the stairs. Pushing back his chair, he rose to his feet and turned with outstretched hand to make friends with his new mate.

But for a long minute neither man spoke. McGrew swayed a little, and his face, or what could be seen of it through his beard, was ashen white.

"Hello, Charlie!" he said.

"So *you* are Dan McGrew! The last time I heard of you, the name was Brodie." The Kid's lips, as he spoke, hardly seemed to move.

"I've had a dozen flags since then," said McGrew in a pleading whine, "more'n a dozen. I've been chased from place to place, Charlie. I've lived a dog's life and now—"

The boy cut him short. "And you want me to keep my mouth shut about you being here—is that it?"

Dan's fingers plucked nervously at his beard. The Kid dropped back into his chair and stared out across the tracks to where the rock cut was lost in a black shadow.

Again McGrew broke the silence. "What are you going to do? Use the key and put them wise? You wouldn't do that, would you, Charlie? I'm living decent—ever since I came here."

The Kid did not answer.

"Charlie," the older man's voice rose in a high-pitched, nervous appeal, "what are you going to do?"

"Nothing!" The Kid's eyes held the rock shadow. "As far as I am concerned, you *are* Dan McGrew."

The derelict lurched heavily forward, relief in his face and voice as he put his hands on the Kid's shoulders.

"You're all right, Charlie, all right."

The Kid sprang to his feet. "Keep your hands off me," he said tensely, "And let's understand each other. You handle your job and I'll handle mine. I don't want anything to do with you. The first chance I get I'll leave. They'll never move you, for I know why they sent you here. That's all and that's where we stand."

"D'ye mean that?" asked McGrew in a cowed, helpless way.

The Kid's only answer was a laugh. After a moment's hesitation, McGrew turned and silently left the room.

TWO WEEKS passed and neither man spoke to the other. Each lived his life apart, cooked for himself, and did his own work; and it was good for neither one. McGrew grew morose and ugly. There was a pallor in the Kid's cheeks and his listless air was far from the cheery optimism with which he had come to take the key at Angel Forks.

And then one night, after Charlie Keene had gone to bed, two unshaven and unkempt men pitched a rough, weatherbeaten tent on the plateau below the station. Harvey and Lansing, they told McGrew their names were, when they dropped in for a social call that night. They said they were prospectors—but they had a large supply of raw liquor that the Indians loved, and the veins of ore they tapped were the furs that an Indian will sell for red-eye.

Possibly recognizing a kindred spirit in McGrew and warmed by the bottle they had hospitably brought, they made no secret of the fact that they were violating the law.

And so drink came to Angel Forks. It was Harvey and Lansing's stock in trade, and they were well stocked. The old operator bought it from them with cash and provisions, and played poker with them.

Because McGrew was cautious, a night or two went by before the Kid knew what was going on. Harvey and Lansing were away in the mountains during the day and returned to fraternize with McGrew around midnight, long after the Kid was asleep. McGrew

began to tipple steadily and signs of drink came clearly enough—too clearly to be ignored one morning when the Kid relieved him and went on for the day trick.

The young man from the Pennsy said nothing, for no word had passed between them for two weeks; but that evening, when the oldtimer in turn came on for his trick, the Kid went upstairs and found a bottle, nearly full, hidden under the mattress. He took it outside, smashed it against a rock, and kept on across the plateau to the so-called prospectors' outfit.

Harvey and Lansing, evidently just in from a day's lucrative trading, were unsaddling and busy over their pack animals.

"Hello, Keene," they greeted, and Lansing added: "Hang 'round a bit an' join in. We're goin' to cook grub."

The Kid ignored their hospitality.

"I came down here to tell you fellows something," he said slowly. "It's none of my business that you're camping around here, but up there is railroad property, which *is* my business. If you show your faces inside the station again or pass out any more booze to McGrew, I'll wire headquarters and have you run in."

They cursed him, interwoven with threats and savage jeers that followed him halfway to the embankment. But they considered the warning—to a certain extent. The extent was two nights, that night and the next one.

On the third night, or rather in the early morning hours, the Kid was awakened from sleep. He sat up in his bunk. A wild outburst of drunken song, accompanied by fists banging time on the table, reached him—then an abashed hush, through which the click of the sounder came to him and he read it mechanically. The dispatcher at Big Cloud was making a meeting point for two trains at the Bend, forty miles away. Then he heard a loud, brawling altercation.

Springing out of his bunk, he pulled on shirt and trousers and went softly downstairs. The three men didn't hear him; they were too drunk for that. And they didn't see him until he was fairly inside the room. For a moment they leered at him, suddenly silent in a silly, owl-like way.

The Kid's anger showed in his bloodless face and quivering lips. He glanced around the office. The table from the other room had been dragged in and on either side of it sat Harvey and Lansing, with Dan McGrew at the end, within reach of the key but swaying tipsily back and forth, cards in hand. Under the table lay an empty bottle, while another had rolled into a corner against the wall. On the table itself were two more bottles, one almost full, the other still unopened.

" 'S all right, Charlie," hiccoughed McGrew. " 'S all right—jus' havin' little game—good boy, Charlie!"

THE KID flung him roughly from his seat, toppling him to the floor, and stretched out his hand for the key. But he didn't reach it.

Harvey and Lansing, remembering the threat, and having more reason to fear the law than for the simple count of trespassing on railroad property, lunged at him simultaneously.

The Kid turned, his fist shot out, driving full into Lansing's face which sent the man staggering backward. Then Harvey closed in. He snatched the full bottle and as the Kid swung toward him he brought it down with a crash on the young operator's head. The Kid slid limply to the floor.

White-faced, motionless, and unconscious, he lay there, the blood beginning to trickle from his head. In a little way it sobered the two "prospectors"—but not McGrew.

"See whash done," said the oldtimer with a maudlin sob, picking himself up. "Killed him, thash it."

The booze runners examined the Kid, saw no sign of life, and then looked at each other. The bottle was still in Lansing's hand. He set it back on the table.

"We'd better beat it," he croaked in a frightened tone. "By daylight we want to be far away from here."

Harvey made for the door with Lansing close on his heels.

McGrew alternately cursed and pleaded long after they were out of earshot. Then he reeled to the table, picked up the bottle from which they had been drinking, brushed the hair out of his eyes, and drank deeply, mumbling, "Jus'er steady myself."

He stared at the Kid, who showed signs of returning consciousness, and took another drink.

After that, drunken cunning came into his eyes. He slid the full bottle into his pocket and, carrying the other in his hand, stumbled upstairs and hid them, not beneath the mattress this time but under a loose plank in the eaves.

When he got downstairs again he saw the Kid sitting in a chair with his head in his hands.

" 'S all right, Charlie," said McGrew.

The Kid's blue eyes were fixed upon the table. "Where are those two bottles?"

"Gone," was the plaintive reply. "Fellows took 'em an' ran away. Whash goin' to do 'bout it, Charlie?"

"I'll tell you when you're sober. Get up to your bunk and sleep it off."

" 'S my trick," said the oldtimer, waving a hand toward the key. "Can't let 'nother fellow do my work."

"Your trick?" the words came in a bitter rush. "You're in fine shape to hold down a key."

"Held it down so far."

It was true. So far that night he *had* held it down—for the simple reason that Angel Forks had not been the elected meeting point of trains for three hours.

"Go to your bunk!" said the Kid.

McGrew swayed on uncertain legs, blinked a helpless protest, and staggered up the stairs.

For a little while the Kid sat in his chair, trying to conquer dizziness. Then the warm blood trickling down his neck—he had not noticed it before—roused him to action. He took the lamp into the other room, bathed his head in the wash basin, and finally bandaged it with a wet cloth as a compress, and knotted a towel on his forehead.

Returning to the room, he sat in to work the rest of the night trick.

THAT MORNING at 5:30 the local freight, No. 81, making a meeting point, rattled her long string of flats and boxes on the Angel Forks siding; and the Kid, unknotting his bandage, dropped it into a drawer of his desk. Conductor Brannahan kicked the door open and came in for his orders.

"Hello, Kid!" he said. "What are you sitting in for? Where's your mate?"

"Asleep," the Kid laughed faintly. "We're swapping tricks for variety."

"Guess most anything would be variety in this God-forsaken hole," the skipper observed.

"Oh, it's not so bad, once you get used to it," said the Kid.

He edged around to face Brannahan squarely, for the wound in his head was bleeding again.

Brannahan made small talk, waiting for the eastbound freight to cross; and the Kid smiled, clutching desperately now and then at his chair to keep himself from pitching over.

At length Brannahan went. The fast freight roared by and No. 81 pulled out. The Kid went back to the wash basin and put on his bandage again. By evening he was sick and weak. That smash on his head must have been

more serious than he had thought at first.

Getting onto 10 p.m., he sat forward with his head in his arms over the desk under the lighted lamp. The sounder was clicking busily. The youth raised his head a little and listened. He knew that a Circus Special was coming west that night and that No. 2, the eastbound limited, was an hour off schedule and trying to make it up. She was running fast, while everything else dodged to the sidings to get out of the way.

The sounder stopped for an instant. He heard the dispatcher's "complete." The Circus Special was to cross the limited at L'Aramie, the next station west of Angel Forks. It had nothing to do with him, and another two hours at least would elapse before the big top would be along.

The Kid's head dropped back on his arms again. He must stick out the night somehow. If he were to ask for a relief, the operator upstairs would certainly be fired and lose his last possible chance to make good.

Dan McGrew would probably be straight again by morning. True, he had been pretty bad all day.

"By morning," the Kid moaned to himself, "if he can't stand a trick I'll *have* to wire. This is my limit."

It was still and quiet—not even a breeze to whisper through the cut or stir the pine-clad slope into rustling murmurs. Silence lay heavily over the little depot. Only the sounder chattered spasmodically.

AN HOUR and a half passed and the Kid scarcely moved. Then he roused himself. It was nearly time for the Circus Special to go through to its meeting point with the limited at L'Aramie. He looked at his lights, up and down, switch and semaphore, from the bay window of the station where he sat. Then he dropped his throbbing head on his arms again.

Suddenly, he sat erect. From above came the thud of a heavy fall. He rose from his chair and caught at the table as giddiness surged over him and his head swam around. For an instant he hung there swaying. Then he made his way weakly to the stairs and started up.

He had kept a lamp burning there. With an inarticulate cry, he moved toward the side of the room.

Sprawled in a huddled heap upon the floor beneath the eaves, Dan McGrew lay dead. The loose plank was up and two empty bottles lay beside him.

The Kid stared at the lifeless form, and pressed his own temples. The room spun dizzily around and around. His hands grasped for space and he slipped inertly to the floor.

From below came the sharp tattoo of the sounder making the Angel Forks call—quick, imperative at first, then like a knell of doom, the dispatchers' life and death, the "17," and, "Hold Circus Special." Over and over again the sounder spoke while the minutes passed, and then with a roar the Circus Special rumbled by.

But the man on the night wire at Angel Forks was dead and the Kid was past hearing.

The limited, thanks to a clean-swept track, had been making up time—making up enough of it to throw out the meeting point with the Circus Special at L'Aramie, so the dispatcher had tried to hold the big top at Angel Forks and let the limited pass her there. There had been time enough to do it, and under ordinary circumstances it would have been all in the night's work.

But the man on the key at Big Cloud that night let the limited tear through L'Aramie *before* he sent his order to Angel Forks. And so the Circus Special rolled along for her meeting point with nothing but Angel Forks between her and L'Aramie.

That was the dispatcher's side of it. The other side was a little different. No one ever knew whether or not some disgruntled employee, seeking to revenge himself on the circus management, had loosened the door of one car while the Special lay on the siding waiting for a crossing at Mitre Peak. It might even have been purely an accident. One thing was certain: they found the door open after it was all over, and —we'll get to that in a minute.

BILL COUSSIRAT and his hogger, Fatty Hogan, in the 428, were on the Special that night and as they shot by the Angel Forks station the fireman was leaning out of the gangway for a breath of air.

"Wonder how the Kid's making out?" he shouted in Hogan's ear, retreating into the cab as they bumped over the west-end siding switch with a shattering racket.

Hogan nodded, checking a bit for the curve ahead, mindful of his high-priced, heavily-insured live freight.

"Did ever you hear the like of that din?" he asked irrevelantly. "Listen to it, Bill!"

Bill listened. The train rattle was a paltry noise compared to the laughter of hyenas, the screaming roar of big cats, and the angry trumpeting of elephants. It was a wild jungle chorus.

"Must be something wrong with the animals," said the fireman. "They were quiet enough when we started out."

Reaching for the chain, he flung wide the fire-door. A bright glow lighted the sky and shot the black of the cab into leaping, fiery red. Bill turned around and grabbed Hogan's arm as a chorus of chattering shrieks rent the air.

"Look at that, Bill!" he gasped.

Perched on the swaying tender atop the water tank, just beyond the edge of the coal pile, sat a complacent monkey and, as the men watched, another simian swung to join the first.

"Holy mother of God!" yelled Hogan. "The damned monkeys are loose! That must be what's wrong with the other animals. The little devils have probably been teasing them through the barred air-holes at the ends of the cars. Look at 'em!"

Bill was still looking. Along the roof of the property car they came, a jabbering string of them. Two monkeys were seated upright on the brake wheel, lurching and clinging for dear life while they peered with earnest faces into the cab. And the rest, about two dozen now, were massed on the roof of the property car perilously near the edge, inspecting the cab, making gestures, and chattering volubly.

The tender seemed to attract them. Down came another monkey via the brake rod and swung by its tail to the tender. What one did another did, and soon the accommodation on the water tank was being crowded.

THE MONKEYS had approached too close to the crest of the high-piled coal and as they scrambled back for a firmer footing they sent a small avalanche of black diamonds rolling into the cab. Bill snatched up a lump of coal and heaved it at the nearest monkey. Thereupon the monkeys imitated him. Before the hapless fireman could get his breath, first one and then another began to pick up hunks of coal and toss them back—and into the cab poured a rain of missiles. For an instant, a bare instant, Bill stood his ground, and then he dove for the shelter of his seat.

First the glass face of the steam gage was shattered. There were plenty of monkeys to play the game, and plenty of coal. Then went the cab glass behind Fatty Hogan's head. The simians shrieked with joy. They hopped and jumped and hurled more coal into the cab. Hogan bounced forward to his

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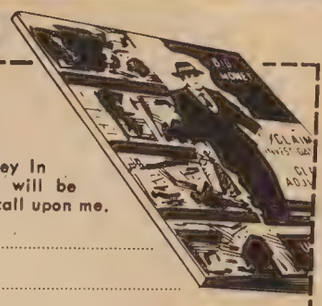

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seat with a yell of rage, clasping at his neck where the glass had cut him.

"You fool!" he bellowed at Bill Coussirat. "Didn't you know better than that? Turn your steam hose on the bastards!"

Bill did so. Soon the train stopped, and not a monkey was in sight. Conductor Jimmie Burke came running up from the rear as the engine crew swung down out of the gangway to the ground.

"What's wrong?" he asked.

"Monkeys," Hogan said curtly.

One of the circus company officials came up then. "The door of the monkey car is open," he said breathlessly, "and the monkeys have escaped."

"You don't say," snapped Bill.

"Yes," the circus man went on, "and we'll have to find them. Those animals cost a lot of money. They couldn't have got away from the train until it stopped just now."

"We're on the limited's time as it is," Hogan remonstrated.

"We'll back up to the siding at Angel Forks and let her cross us there," said the skipper. "That's the safest thing to do."

"Look here," persisted the circus man, "we've got to find those monkeys."

The conductor gave him a withering glance. "Unless you want to spend the night here you'd better climb aboard." He raised his voice. "OK, back away!"

Ten minutes later, as the Circus Special rolled into the siding and the head brakeman was throwing the switch to clear the main line, a chime whistle sounded imperiously from the curve ahead. Fatty Hogan's face went white.

"What's that?" he asked Bill.

The answer came with a rush—a headlight streaming through the night, a tatoo of beating trucks, an eddying roar of wind, a storm of exhausts, a flash of yellow lights, and the limited, pounding the rail joint at sixty-miles an hour, was in and out and gone.

"Holy mother of God," he whispered, "if we hadn't pulled into this siding when we did, Bill, you know what would have happened!"

The fireman knew and was frightened, too frightened to say a word.

THEY FOUND the Kid and the body of Dan McGrew, and they got the young operator into Doctor McTurk's hands at Big Cloud. For two weeks the boy raved or lay in a stupor, without telling his story. Then late one afternoon he told it to Superintendent Carleton in the office above the depot—told him the bald, ugly facts in a sort of hopeless way.

Carleton listened gravely. It had come near to being a case of more lives gone out that night, two weeks before, on the Circus Special and the limited, more than he cared to think about. He heard the Kid through to the end and then put his finger instantly on the crux of the matter. Not sharply but gently, for the Kid had played a man's part.

"Was it worth all that, Keene?" he asked. "Why did you try so hard to shield Dan McGrew?"

The Kid stared gloomily at the floor and said, "He was my father." ●

(Next month: **Another great story by Frank L. Packard, "The Spotter")**

The *Silver Meteor*, southbound, leaves the Pennsylvania Railroad station at Newark, N.J., with a Pennsy GG1, No. 4866.
Savas Stavropoulos, 19405 Renfrew St., Detroit, Michigan

Books of the Rails

NARROW GAUGE NOSTALGIA, by George Turner, 160 pages, thick coated paper, 8x11″, very generously illustrated with photos, maps, diagrams, etc., dust-jacket painting by Richard Appel; J-H Publications, Box 229, Harbor City, Calif. 90710, $7.50.

Judging from what we know of our readers, *Narrow Gauge Nostalgia* will probably have an immense sale and run into several editions. This is Turner's second book; the first was *Slim Rails Through the Sand*, an *aficionado's* tribute to the old Carson & Colorado. The new book covers 90 years of slim-gauge history in the author's home state, California, from the grading of the Nevada County Narrow Gauge in 1895 to present-day operations of the U.S. Gypsum Railroad at Plaster City.

North America's narrow-gauge trackage, which totaled more than 16,000 miles at the turn of the century, has all but vanished, the current examples being purely industrial shortlines and a few tourist attractions, most of them steam-powered. This subject has an unfailing appeal for railfans, and Turner's book satisfies that kind of hunger. The text matter is easy reading and spiked with curious details while the pictures as a whole are old, rare, and well produced.

ECONOMICS OF TRANSPORTATION, by D. Philip Locklin, 882 pages, 6x9″, sixth edition, illustrated with charts, maps, and graphs, published by Richard D. Irwin, Inc., Homewood, Ill., $12.65.

This standard reference work, which we have previously reviewed, first came out in 1935. The present edition, written by an emeritus professor of economics at the University of Illinois and weighing nearly three pounds, up-dates the

subject. Dealing largely with the railroad's role in our national economy, it is required reading matter for railroad men and fans who have more than a superficial interest in transportation.

B&O IN THE CIVIL WAR, from the papers of William Prescott Smith, edited by William E. Bain, 156 pages, 5½x 8½", illustrated with line drawings, old prints, and photos; Alan Swallow, 2570 S. York St., Denver, Colo. 80210, $5.

The above book is a documentary based on a collection of recently-discovered telegrams sent to and by Smith, the B&O's master of transportation during the entire Civil War. It not only sheds new light on railroading in that critical period but also makes lively reading matter. Smith supervised the wartime movement of many thousands of men and horses without, we are told, the loss of a single life. One startling bit of fresh material brought out in the Bain papers is that President Lincoln's life was threatened on his trip to dedicate the battlefield of Gettysburg. Highly recommended.

THE ROUNDHOUSE, PARADISE, AND MR. PICKERING, by Dick Perry, 208 pages, 5¼x8¼", not illustrated, Doubleday & Co., Inc., 277 Park Ave., New York, N.Y. 10017, $4.50.

One of the few railroad novels published in recent years, this nostalgic work was written by the son of a New York Central hogger who started his own rail career as a roundhouse worker. It is rich in railroad atmosphere and it keeps moving at a fast pace from the very beginning:

"It was 2 a.m. and Mr. Pickering was dead, really dead. An engineer running the Guildford Hill pusher discovered Mr. Pickering's body beside the track. Maybe, when Mr. Pickering was walking to work, the C&O transfer killed him. Maybe the 5301 from the Cincinnati Union Terminal got him."

Readers who enjoy railroad fiction are likely to take to *The Roundhouse*, etc., in a big way.

THE LONDON & SOUTH WESTERN RAILWAY, by O.S. Nock, 165 pages, 6x9" copiously illustrated with black and white photos, diagrams, and maps (including an insert 20x9"), and full-color frontispiece, with tabulations and index, Ian Allan Ltd.; distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $9.25.

Nock is one of Britain's foremost railway historians, the author of many books. His lucid, entertaining style and passion for accuracy have won him a wide following. L&SW was the largest facet of the Southern system that is now part of British Railways. Its colorful history is narrated in such a way as to interest even North American

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The problem of fueling the 4960 was solved with typical Burlington ingenuity. The road shipped out some coal ahead of a fantrip, and a clamshell did the rest.
Photo from new book, "The Northern and the Mike"

readers. A typical chapter tells the story of Waterloo, the station on which the world's eyes were focussed when the Churchill funeral train pulled out of it more than a year ago.

THE NORTHERN AND THE MIKE: *A Tale of Two Locomotives*, by J. A. Stowe, 35 pages, 11x8½", some text matter but mostly photographs, published by Illini Railroad Club, P.O. Box 62, Champaign, Illinois, $2.50.

"Before the final fire was dumped," Stowe writes, "steam left a heritage that will stand the test of time. Operating a modern, multi-thousand-hp. diesel complex is a skill of the space age, but running a steam locomotive through fair weather and foul was an individual art that is now lost to history. An engineer was a breed apart, a profession aspired to by virtually every young boy."

After that introduction, he goes into the story of two surviving Burlington steamers: the 5632, class 05b, a product of Burlington Shops, and the Baldwin-built 4960, class Ola. Since the locomotive is the most dramatic part of any railroad and in view of the enduring interest in steam power, the author couldn't have chosen a better subject to please the average railfan. Stowe is a good writer, but wait till you see the pictures! Two are reproduced here; a third appears on page 13 of our magazine. We find vigor, freshness, and informality in the illustrations of *The Northern and the Mike* and the text matter partakes of the same quality. Our thanks to Illini Railroad Club for a worthwhile and attractive book.

SINGLE-LINE RAILWAYS: *A Handbook of Management, Engineering, and Operation*, prepared by a panel of experts under the editorship of O.S. Nock, under the general supervision of the United Kingdom Railway Service for the Economic Commission for Asia and the Far East (a regional organization of the United Nations), 358 pages, 5¼x8½", illustrated with photos and diagrams, and including glossary, appendix, and index; published in England by David & Charles, distributed by Taplinger Publishing Co., 29 E. 10th St., New York, N.Y. 10003, $10.95.

This monumental volume carries the most printed matter we have ever seen on a book's title page and it lists 17 distinguished contributors in addition to O.S. Nock. Such a book rates a full-page review. Since we cannot spare that much space, we will say it is as comprehensive a work as you'll find anywhere on the principles of single-line railroad operation and is illustrated with photos from Europe, Asia, and Africa. Officials, operating men, and serious students will find it useful. But it's purely technical, regretably without personality stuff, local color, or anecdotes. Dull reading, you might say, but a good reference book.

LMS LOCOMOTIVES: *Complete list of all London, Midland & Scottish engines in service in 1943*, 52 pages, 4½x6¼", illustrated with photos and side-view diagrams, cardboard cover binding, published by Ian Allan Ltd, distributed by Leisure Time Books, P.O. Box 634, New Rochelle, N.Y., $2.50.

Strictly for British steam fans. Incidentally, the same publisher and same distributor offer two illustrated books in the *British Bus Fleets* series, each with page size of about 5x7": *Yorkshire Company Operators*, 77 pages and *Yorkshire Municipal Operators*, 73 pages each $1.75. Interested readers may inquire about 20 other little bus books in that series.

Photo by John Gruber in "The Northern and the Mike"
Returning from an excursion: CB&Q 4960, extra tanks, and coaches form picturesque silhouette near Oregon, Illinois.

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The books are available only by mail. Money order or check may be sent to *Railroad Magazine Book Service,* 205 East 42nd Street, New York, N.Y., 10017. Here are a few suggestions:

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THE NORTHERN AND THE MIKE, by Stowe	$ 2.50	($ 2.40)
THE TRAINS WE RODE, Beebe and Clegg	$15.00	($14.25)
2,000,000 MILES OF TRAIN TRAVEL, Allen	$11.00	($10.45)
RAILROAD AVENUE, by Freeman Hubbard	$ 5.95	($ 5.65)
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LITTLE ENGINES Box R, Lomita, Calif.

Photograph from Canadian National archives

Engine No. 97 was built by Baldwin in 1875. The "I.C." painted on her cab stands for Intercolonial, not Illinois Central.

Intercolonial Railway Roster

ICRy Nos.	CGRy Nos.	Type	Builder	Bldr. Nos.	Built	Cyls.	Dri.	Notes
1		4-4-0	Matfield	4	1854	15x20	60	1
1		4-4-0	Hinkley	535	1854	17x20	60	2
1		4-4-0	Kingston	241	1883	17x24	62	3
1	638	4-6-0	Kingston	621	1904	20x26	69	4
1		4-2-0	Neilson		1855	12x18	60	5
2		4-4-0	Hinkley	536	1854	17x20	60	6
2		4-4-0	Kingston	242	1883	17x24	60	7
2	639	4-6-0	Kingston	622	1904	20x26	69	8
2		4-2-0	Neilson		1855	12x18	60	9
3		0-4-0	Hinkley		1858	11¼x20	48	10
3		4-4-0	Kingston		1883	17x24	60	11
3	1013	2-8-0	Intercol.		1900	18x24	57	12
3		0-4-0T	Neilson	386	1857	11½x20	60	13
4		4-4-0	Dubs		1872	16x22	60	14
4	1052	4-4-0	Dubs		1882	17x24	62	15
4		0-4-0T	Neilson	387	1857	10x18	60	16
5		4-4-0	Hinkley		1858	14x22	60	17
5		4-4-0	Dubs		1872	16x22	60	18
5		4-4-0	Neilson	388	1857	16x21	60	19
6		4-4-0	Kingston		1882	17x24	62	20
6	640	4-6-0	Kingston	620	1904	20x26	69	21
6		4-4-0	Neilson	389	1858	16x21	60	22
7	1051	4-4-0	Hinkley		1880	17x24	63	23
7		4-4-0	Portland	80	1858	14x22	60	24
8	1060	4-4-0	Rhode Isl.	1437	1884	17x24	62	25
8		4-4-0	Portland	96	1858	16x22	60	26
9		4-4-0	Dubs		1882	17x24	62	27
9	818	0-6-0	Kingston	1015	1911	20x26	51	28
9		4-4-0	Neilson	444	1858	16x21	60	29
10	1009	4-6-0	Kingston	433	1894	18x24	57	30
10		4-4-0	Neilson	445	1858	16x21	60	31
11	1010	4-6-0	Kingston	434	1894	18x24	57	32
11		4-4-0	Portland	99	1858	16x22	60	32
12		4-4-0	Kingston		1883	16x22	60	33
12	1011	4-6-0	Kingston	435	1894	18x24	57	34
12		4-4-0	Portland	102	1858	14x22	60	35
13		4-4-0	Rhode Isl.	1438	1884	17x24	62	36
13		4-4-0	Portland	100	1859	16x22	60	37
14	1012	4-6-0	Kingston	436	1894	18x24	57	38
14		4-4-0	Neilson	463	1858	16x21	60	39
15	1053	4-4-0	Dubs		1882	17x24	62	40
15		4-4-0	Neilson	464	1858	16x21	60	41
16		4-4-0	Kingston		1875	16x24	60	
16	634	4-6-0	Intercol.		1907	20x26	72	
16		4-4-0	Neilson	465	1859	16x21	60	42
17		4-4-0	Kingston		1875	16x24	60	43
17		4-4-0	Manchester	1091	1882	17x24	57	
17		4-4-0	Kingston	240	1883	No data	—	44
17	439	4-6-2	Kingston	1019	1911	21x28	72	
18		4-4-0	Neilson	466	1859	16x21	60	
18		4-4-0	Kingston		1875	16x24	60	
19		4-4-0	Neilson	467	1859	16x21	60	45
19		4-4-0	Kingston		1875	16x24	60	46
19	805	0-6-0	Kingston	639	1904	18x26	51	
20		4-4-0	Neilson	469	1859	16x21	60	47
20		4-4-0	Kingston		1875	16x24	60	
20	138	2-8-0	"	939	1910	21x28	56	
21		4-4-0	"	55	1866	15x22	66	48
21		4-4-0	"		1875	16x24	60	49
21	56	2-8-0	"	522	1903	21x28	56	
22		4-4-0	"	63	1867	15x22	60	50
22		4-4-0	"		1875	16x24	60	
22	139	2-8-0	"	940	1910	21x28	56	
23		4-4-0	"	64	1867	15x22	66	51
23		4-4-0	"		1875	16x24	60	52
23	57	2-8-0	"	523	1903	21x28	56	
24		4-4-0	"	75	1859	15x20	60	53
24		4-4-0	"		1875	16x24	60	54
24	58	2-8-0	"	524	1903	21x28	56	
25		4-4-0	"	76	1869	15x22	60	55
25		4-4-0	Manchester	1092	1882	17x24	57	
26		4-6-0	Grant		1870	18x24	48	56
26		4-4-0	?		——	No data		57
26		4-4-0	Rhode Isl.	1439	1884	17x24	62	58
27		4-6-0	D. & Cooke		1872	18x24	54	59
27		4-4-0	?		——	No data		60
27	1082	4-4-0	Hinkley		1888	17x24	60	61
27		4-6-0	Grant		1873	18x24	54	62
28		4-4-0	?		——	No data		63
28		4-4-0	Kingston	243	1883	17x24	60	64
28		0-4-0	Baldwin		1873	14x22	48	65
29		4-4-0	?		——	No data		
29		4-4-0	Dubs		1882	17x24	60	66

This roster of the Intercolonial (now part of Canadian National) for 1875-1910 came from Charles E. Fisher (20 Wilde Rd., Waban, Mass.), president and editor of the Railway & Locomotive Historical Society, Inc. "CGRy." means Canadian Government Railway.

(1) ex-Nova Scotia Ry. No. 1, "Mayflower," scrapped in 1875

(2) ex-European & North America Ry. No. 1, sold to J.H. Beatty in 1882

(3) sold to International Ry. of New Brunswick, No. 2, scrapped in 1903

(4) originally No. 302

(5) ex-NS No. 2, "Sir Gaspart"

(6) sold to Windsor & Annapolis RR. in 1869

(7) ex-E&NA No. 2 sold to J.H. Beatty in 1882

(8) sold to INR of NB, No. 1, in 1903

(9) originally No. 303

(10) ex-NS No. 3, "Jos, Howse," sold to W&A in 1869

(11) ex-E&NA No. 4, sold ot J.H. Beatty in 1882

(12) sold to A&LSR (Gaspar Peninsular Ry.) in 1900

(13) scrapped in 1922

(14) ex-NS No. 4, "Mary Ann," scrapped 1872

(15) sold to St. J. & Maine RR. in 1882

(16) ex-NS No. 5, "Grasshopper," scrapped in 1872

(17) ex-E&NA Ry. No. 6

(18) sold to Canadian Pacific in 1878

(19) ex-NS No. 6, sold to J.H. Beatty in 1882

(20) sold to Temiscouta Ry. in 1903

(21) originally No. 301

(22) ex-NS No. 7, rebuilt by Intercolonial in 1897, sold to CPR in 1878

(23) sold to By-Products Coke Co., No. 1

(24) ex-NS No. 8, wrecked 1884

(25) ex-Halifax & Cape Breton Ry. No. 10, sold to Que. City Lt. & Power in 1913

(26) ex-NS No. 9, sold to New Brunswick Ry. in 1881

(27) scrapped in 1911

(28) ex-NS No. 10, sold to A&LSR (Gaspe Pen. Ry.) in 1895

(29, 31, 34, 38) scrapped in 1918.

(30) ex-NS No. 11, sold to Lotbinier & Megantic Ry. in 1893

(32) formerly NS Ry. No. 12

(33) sold to L&Meg Ry. in 1893

(35) ex-NS No. 13, wrecked in 1884

(36) ex-Halifax & Cape Breton No. 11

(37) ex-NS No. 14, sold to L&M in 1893

(39) ex-NS No. 15, sold to NB in 1881

(40) sold to Cape Breton Ry., No. 6, scrapped in 1920

(41) ex-NS 16 (42) ex-NS 17

(43) wrecked in 1882 (44) wrecked in 1910

(45) ex-NS Ry. No. 18, sold to NS Coal in 1874

(46) sold to Kent Northern Ry., No. 2, in 1904

(47) ex-NS Ry. No. 20

(48) ex-NS 21, sold to Windsor & Annapolis Ry., No. 1, in 1875

(49, 52) scrapped in 1902

(50) ex-NS 23, sold to W&A, No. 2, in 1875

(51) ex-NS 23, sold to W&A, No. 3, in 1875

(53) ex-NS 24 (54) scrapped in 1882

(55) ex-NS 24 (56) rebuilt as 87 in 1875

(57) sold to Caraquet Ry. in 1884

(58) ex-H&CB 12 (59) rebuilt as 89 in 1875

(60, 63) sold to J.H. Beatty in 1882

(61) sold to Caraquet Ry.

(62) rebuilt as 88 in 1875

(64) sold to York & Carleton Ry. in 1901

(65) rebuilt as 93 in 1875

(66) sold to Springhill Coal Co. in 1882

(67) ex-E&NA 7, sold to Beatty in 1882

(68) ex-E&NA 8, sold to Beatty in 1882

(69) sold to H.S. Carroll in 1901

(70) ex-E&NA 9, sold to CPR in 1878

(71) ex-E&NA Railway No. 10

(72) ex-E&NA 12, sold to Beatty in 1887

(73, 76) scrapped in 1917

(74) ex-E&NA 13, sold to CPR in 1878

(75) ex-E&NA No. 14, sold in 1878

(77) ex-E&NA 15, sold to Beatty in 1880

(78) E&NA 16, sold to Beatty in 1880

I found the Easy Way to Escape from being a "Wage Slave"

I kept my job while customer list grew ...then found myself in a high-profit business.

Tony Nobrega didn't let his limited education, large hospital bills and financial reverses stop his plans to own a business of his own.

He tells how, with a very small investment, he reached his goal ...a **growing income** and **a fuller** life for his family.

Five years ago, I wouldn't have believed that I could be where I am today.

I was deeply in debt. My self-confidence had been shaken by a disastrous business set-back. Having nobody behind me, I had floundered and failed for lack of experience, help and guidance.

When I had finished grammar school, I worked in a factory. After my World War II hitch in the Army, I opened a small grocery store. Then a new highway shut off our customers and I lost my shirt.

I tried several selling jobs including vacuum cleaners. My customers often would say, "What my carpets really need is professional cleaning." My progress was slow. I wanted a bigger income and the independence and security of my own business.

One day, a Duraclean advertisement caught my eye and I found that the dealership in my location was open. "Maybe that's it," I said to myself.

I applied for this service dealership and got it. But I had many obligations and a family to support. I couldn't quit my job so I kept on for seven months and ran my new business in spare time. My list of customers grew and grew.

When my spare time income alone was enough to keep my family going, I quit my job.

Now I was on my own—full time. My feeling of confidence was restored. I knew that I had a highly successful worldwide organization behind me. I soon learned that the cooperation, training and assistance they gave me was far more than I expected.

I also found that my six services were genuinely superior to other methods. I learned that fact from my customers. They have become my best salesmen. Their recommendations and repeat orders have become a large part of my business.

My major service is a safer and greatly improved process for cleaning upholstery and floor coverings. It's so effective that my service is endorsed by leading furniture and carpet makers. It is backed by Parents' Magazine Seal and by McCall's "Use-Tested" approval. These endorsements make orders come easy.

Trendline upholstery furniture mills recommend my Duraclean method as the safest and most effective method of cleaning fine furniture. Aldon Carpet Mills approve this process and both the Kingston Mills and the Croft Mills say it is superior. This has given customers confidence in my service.

My customers are thrilled at the personal care given their furnishings. There is no mechanical scrubbing or soaking. There are no harsh solvents or soaps. Instead of driving dirt, grime and grease deeper into the pile, it is removed by absorption. The Duraclean method doesn't merely clean...it enlivens and brightens the fibers.

With another popular service, called **Durashield,** I can prolong the new look of freshly cleaned or new fabrics. This process postpones resoiling.

Another service I have, called **Duraproof,** makes house furnishings, piano felts, blankets, and clothing repellent to moths and carpet beetles and kills both. On this, I give a 6-year warranty with each job.

Then I can flame-proof furnishings and fabrics with **Duraguard** which prevents fire-starts from cigarettes, candles, etc. My **Spotcraft** service takes out clinging spots and stains. I have a **Tuftcraft** service to repair holes from cigarette burns, moth damage, etc. often saving the furniture or floor covering.

With six services, I have six chances to get business from homes, hotels, theaters, clubs, motels, offices and institutions. And, when we are giving one service, the customer often adds other services while we're on the job.

The Yale Divinity School gave soiled pillows to me and two competitors to see who could do the best work. I got the job...85 long pew pillows and they were delighted with results.

That first year, full time on my own, was just wonderful. No bosses, no monotonous office or plant routine, no job uncertainty, no layoffs, no waiting for raises, no income limit. That was a relief.

I was free to do what I wanted and my income went up automatically with my efforts. I had security, the prestige of business ownership and my family was enjoying a fuller life.

Then old "bad luck" hit again. My wife broke a leg in three places and was in a wheel chair and on crutches five months. Then she injured her back and was hospitalized five weeks for another operation.

That wasn't enough. The week she came home, a dog bite sent me to the hospital for five weeks and I was confined to bed for another two months.

For a year, I was unable to give much attention to my business and the hospital and doctor bills kept piling up. Thanks to my Duraclean dealership, I pulled through and soon began to whittle down my debts.

It wasn't long till I was back on my feet and orders kept flowing in to give us the kind of life my family had wanted.

In my business, orders come from many sources including magazine ad leads which my headquarters sends me. Furniture, carpet and department stores, insurance adjusters, upholsterers and decorators refer jobs to me from their customers. Car dealers take orders and have their own used-car interiors Duracleaned for quicker resale.

My headquarters furnishes pre-tested newspaper and yellow-page ads, radio commercials, store display cards, many proven sales aids and a mailing program. We also have an order-producing telephone plan.

Our latest order getter is a full-color seven minute film we show in a prospect's home or office. One dealer closed 19 jobs from 21 calls. I haven't done quite that well.

At meetings of clubs, churches and charities, I make demonstrations and show my seven-minute film. I pay the club 10% on orders received in thirty days.

This is a highly profitable business since I make a profit on both labor and materials. I employ two servicemen. On big jobs or in rush periods I still do some servicing myself. Many dealers just line up the jobs and have several crews working. Very soon I expect to do just that.

My best week's profit (with two men) is $700.

The service is easy to learn and so easy to do that some women dealers do servicing. The company was glad I had no cleaning experience so I didn't have to "unlearn" old scrubbing methods.

Dealers used to learn exclusively from instruction books, but now our headquarters holds regional meetings, training schools and conventions where we perfect our service, get valuable sales ideas and swap experiences with other Duraclean dealers.

The Duraclean organization is like one big happy family. We all work together. It's stimulating to attend meetings and they take a personal interest in the success of every dealer.

They place our national advertising in House & Garden, McCall's, House Beautiful and other quality magazines. They have an experienced dealer give us our first training, show us how he gets customers and help us get started.

Our service is rendered right on the premises so the customer can use furnishings again in a few hours. They like this convenience.

I have now also opened up a shop for prestige and have a truck to pick up small jobs; but my wife still handles phone calls at home. Many dealers have offices or shops but I know many who started from their homes. It doesn't take long to get established. One job a day brings a good starting income.

One job brings another. We did a rug and divan for a lady in the poor section of town. A $222 job in a large home came from her recommendation. From this job came two more new customers.

On 3 out of 5 jobs, the customer orders more service to be done then or at a future date.

Our business grows constantly, month by month, and the growth is unlimited. Government figures show that service businesses like mine are growing faster than stores or industries. In upholstery and rug cleaning alone, government figures show a national potential of $750 million. And I have five other fast-growing and profitable services.

We are getting a big increase in demand from the new synthetic fabrics and light colors which soil much faster. I have the perfect process for cleaning these delicate fabrics safely.

I not only now have the kind of income I have always wanted...and it continues to get bigger...but the growing value of my dealership is increasing my net worth. One Duraclean dealer, Fuller Munroe, after only 12 months sold his dealership for ten times his cost. Leo Lubel, after 30 months sold for $7,116 more than he paid.

One satisfaction I have is that if I get seriously ill or have to move, the company will help me find a buyer and profitably sell my dealership.

It doesn't take a lot of money to get started in this business either. If a man is honest, reliable and willing to work, the company will help finance him...let him pay out of his sales. Less than a day's servicing easily meets monthly payments. A new dealer should invest a few hundred dollars of his own to show his good faith.

The company included enough materials with my dealership to return its entire cost.

My family's new standard of living restores the faith I almost lost. We can see our way to sending our four children to college. After so many years struggle against fate, Duraclean has given us comparative luxury. My wife even enjoys her regular pay check for handling phone calls.

I am so grateful for this opportunity I found, that I am glad to tell my experiences to others who may be looking for a happier and more fruitful life.

This all came from my mailing in a coupon from a Duraclean ad and my luck that my location was still open for a dealership.

Tony Nobrega

No Obligation to Find Out

Yes, Tony mailed a coupon just like the one below ...and we too are mighty glad he did. We are happy to have him in the family of Duraclean Dealers.

We still have open areas here and there throughout the U.S.A., Canada and other countries. If there is no Duraclean dealer in your location, you may be just the person we are looking for.

Mail the coupon today, now, and we'll mail you all the facts including a free 24 page illustrated booklet with **no obligation.** No salesman will call to bother you. You can then decide if you want the improvement in your life that Tony Nobrega enjoys.

Duraclean Co., 6-707 Duraclean Bldg., Deerfield, Illinois 60015

Duraclean Co., 6-707, Duraclean Bldg.
Deerfield, Illinois 60015

With no obligation, mail letter with 24 page illustrated booklet fully explaining how I can increase my income and family security with a Duraclean dealership. No salesman will call.

Name_____

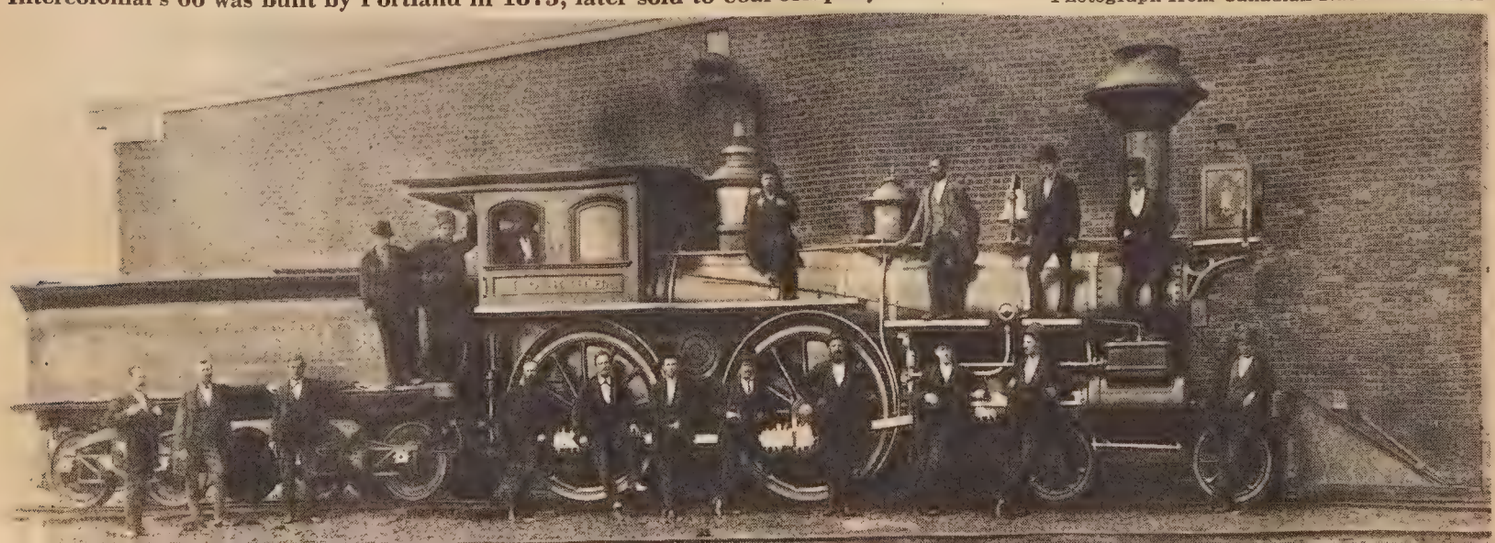
Address_____

City_____ State_____ Zip____

(79) sold to CPR in 1878
(80) rebuilt by Intercolonial in 1897
(81) ex-Nova Scotia & New Brunswick Ry., sold to Kent Northern Ry., 2nd No. 1, in 1881
(82) rebuilt in 1874
(83) sold to Caraquet Ry. in 1906
(84) sold to Minudie Ry. in 1906
(85) sold to Canada Coals & Ry., 2nd No. 2, in 1903
(86) ex-305 (87) scrapped in 1902
(88) sold to D. Mitchell in 1901
(89) sold to Kent Nor., No. 3, in 1902
(90) sold to Elgin & Havelock Ry., No. 1, in 1903
(91) sold to E&H Ry., No. 2, in 1903
(92) scrapped in 1903 (93) ex-304
(94) sold to North Shore Ry. in 1908
(95) sold to Barnes & Co. in 1903
(96) sold to St. Martins Ry., No. 2, 1910
(97) sold to Elgin Branch Ry., No. 1, 1875
(98) sold to Chatham Branch Ry., No. 1, 1875
(99) rebuilt by Intercolonial in 1896
(100) rebuilt by Intercolonial in 1889
(101) rebuilt by Intercolonial 1896, sold in 1918
(102) rebuilt by Intercolonial in 1890
(103-105) rebuilt in 1875 as Nos. 90, 91, and 92 respectively
(106-110) rebuilt by Intercolonial in 1894, '96, '91, '92, and '96 respectively
(111) sold to Tobique Valley Ry.
(112) sold to Can. Coals & Ry., 1900
(113) sold, Atl. & Lake Sup. Ry., 1900
(114) sold A.E. Peters in 1899
(115) sold, York & Stanley Ry., 1900
(116) sold, Toronto, Grey & Bruce Ry., No. 29
(117) sold to same, No. 30 (118, 119, 125) sold to P. Mitchell, 1881
(120) sold to St. Martins Ry., No. 1, in 1881
(121) sold to New Brunswick & Prince Edward Isl. Ry., No. 1, in 1884
(122, 123, 124) sold to Beatty, 1888
(126) sold to Caraquet Ry. in 1885
(127) ex-Halifax & Cape Breton
(128) sold to P. Mitchell, 1881
(129) ex-No. 26, 4-6-0 type
(130) ex-No. 28, 4-6-0 type
(131) ex-No. 27, 4-6-0 type
(132) ex-No. 60, 2-6-0 type
(133) ex-No. 61, 2-6-0 type
(134) ex-62, 2-6-0 (135) ex-29
(136, 137) sold to North Shore Ry. & Navigation Co. in 1902
(138) sold to M.J. Hogan in 1894
(139, 151) sold to A.E. Peters in 1899
(140) sold to Atl. & Lake Sup. Ry.
(141) sold to Que. Ry. Lt. & Pwr., No. 8
(142) from Intercolonial Mining Co.
(143) 1st loco built by Intercolonial
(144-150) rebuilt in 1896 (147) Kent Northern Ry. No. 6, 1922
(152-155) rebuilt as 0-6-0 in 1907 (153) sold in 1899
(156-160) rebuilt in 1897, '94, '95, '95, and '95 respectively
(161) wrecked in collision in 1885
(162-166) rebuilt in 1894, '97, 1901, '95, and '96 respectively.
(167) wrecked in collision with No. 160 in 1887
(168-177) rebuilt in 1895, '96, '96, '96, '95, '95, '94 '94, '96, and '98 respectively
(178) wrecked in collision with No. 146 in 1887
(179-182) rebuilt in 1897, '94, '96, and '96 respectively
(183, 184) sold to A.E. Peters in 1889
(185) Kent Northern, 1st No. 2
(186) rebuilt 1907 with 19x24" cyls.
(187) sold to G.B. Willett in 1899
(188, 189) boiler exploded in 1887 and '92 respectively
(190) ex-Onderdonk Ry. Nos. 6, 7, 8, 9, 1, 3, 4, and 5 respectively
(191) sold to Quebec Oriental Ry., 1917
(192) Kent Northern Ry. No. 9
(193) sold to Que. Ry., Lt. & Pwr., No. 7
(194, 195) rebuilt with 21x28" cyls.
(196-200) Nos. 6, 1, 2, 50, and 43 retired in 1904
(201-210) ex-Canada Eastern Ry. 1, 3, 7, 9, 11, 13, 17, 15, 19, and 21 respectively
(211) engine was wrecked in 1910 •

29		4-4-0	?		———	No data		
29	644	4-6-0	Kingston	1034	1911	20x26	63	
30		4-4-0	Hinkley		1858	15x22	66	67
30	1071	4-4-0	Fleming		1885	17x24	60	
31		4-4-0	Fleming		1858	14x22	66	68
31		4-4-0	Kingston	270	1883	18x24	?	69
31	59	2-8-0	Kingston		1903	21x28	56	
32		4-4-0	Fleming		1859	15x22	66	70
32		4-4-0	Hinkley		1880	17x24	60	
32	140	2-8-0	Kingston	941	1910	21x28	56	
33		4-4-0	Fleming		1859	15x22	60	71
33	1027	4-4-0	Dubs		1888	18x24	61	
34		4-4-0	Fleming		1860	15x22	60	72
34	1032	4-4-0	Kingston		1888	18x24	?	73
35		4-4-0	Fleming		1860	15x22	60	74
35		4-4-0	Hinkley		1880	17x24	63	
35	141	2-8-0	Kingston	942	1910	21x28	56	
36		4-4-0	Fleming		1861	15x22	66	75
36	1104	4-4-0	Intercol.		1892	18x24	72	76
37		4-4-0	Fleming		1868	16½x24	60	77
37	1076	4-4-0	Kingston	271	1883	17x24	62	
38		4-4-0	Fleming		1868	16½x24	60	78
38		4-4-0	Kingston	272	1883	17x24	62	
39		4-4-0	Portland		1871	16x24	60	79
39	1099	4-4-0	Kingston		1880	17x24	60	80
40		4-4-0	Portland	160	1869	14x22	60	81
40	1054	4-4-0	Dubs		1882	17x24	61	
41		4-4-0	Dubs		1871	16x22	60	82
41		4-4-0	Manchester	644	1874	16x24	60	83
41	808	0-6-0	Kingston	696	1906	18x26	51	
42		4-4-0	Dubs		1871	16x22	60	
42		4-4-0	Manchester	645	1871	16x24	60	84
43		4-4-0	Dubs		1871	16x22	60	
43		4-4-0	Manchester	646	1874	16x24	60	85
43	641	4-6-0	Kingston	624	1904	20x26	72	86
44		4-4-0	Dubs		1871	16x22	60	
44		4-4-0	Manchester	647	1874	16x24	60	87
44	630	4-6-0	Intercol.		1903	20x26	72	
45		4-4-0	Dubs		1873	16x22	60	
45		4-4-0	Manchester	648	1874	16x24	60	88
45	60	2-8-0	Kingston	526	1903	21x28	56	
46		4-4-0	Dubs		1873	16x22	60	
46		4-4-0	Manchester	696	1875	16x24	60	89
46	631	4-6-0	Intercol.		1903	20x26	72	
47		4-4-0	Dubs		1873	16x22	60	
47		4-4-0	Manchester	697	1875	16x24	60	
48		4-4-0	Dubs		1873	16x22	60	
48		4-4-0	Manchester	698	1875	16x24	60	90
48	632	4-6-0	Intercol.		1904	20x26	72	
49		4-4-0	Dubs		1873	16x22	60	
49		4-4-0	Manchester	699	1875	16x24	60	91
49	633	4-6-0	Intercol.		1904	20x26	72	
50		4-4-0	Dubs		1873	16x22	60	
50		4-4-0	Manchester	700	1875	16x24	60	92
50	642	4-6-0	Kingston	623	1904	20x26	69	93
51		4-4-0	Dubs		1873	16x22	60	
51		4-4-0	Manchester	701	1875	16x24	60	94
51	142	2-8-0	Kingston	943	1910	21x28	56	
52		4-4-0	Dubs		1873	16x22	60	
52		4-4-0	Manchester	702	1875	16x24	60	95
52	806	0-6-0	Kingston	640	1904	18x26	51	
53		4-4-0	Dubs		1873	16x22	60	
53		4-4-0	Manchester	703	1875	16x24	60	96
53	143	2-8-0	Kingston	944	1910	21x28	56	
54		4-4-0	Dubs		1873	16x22	60	97
54		4-4-0	Manchester	704	1875	16x24	60	
54	635	4-6-0	Intercol.		1907	20x26	72	
55		4-4-0	Dubs		1873	16x22	60	98
55	1108	4-4-0	Manchester	684	1875	16x24	66	99
56		4-4-0	Montgomery		1872	16x22	60	
56		4-4-0	Manchester	685	1875	16x24	66	100
56	144	2-8-0	Kingston	945	1910	21x28	56	
57		4-4-0	Montgomery		1873	16x22	60	
57		4-4-0	Manchester	686	1875	16x24	66	
57	145	2-8-0	Kingston	946	1910	21x28	56	
58		4-4-0	Montgomery		1873	16x22	60	
58	1109	4-4-0	Manchester	687	1875	16x24	66	101
59		4-4-0	Montgomery		1873	16x22	60	
59		4-4-0	Manchester	688	1873	16x24	66	102
59	440	4-6-2	Kingston	1020	1911	21x28	72	
60		2-6-0	Portland	277	1874	18x24	54	103
60		4-4-0	Manchester	689	1875	16x24	66	
61		2-6-0	Portland	278	1874	18x24	54	104
61		4-4-0	Manchester	690	1875	16x24	66	
61	807	0-6-0	Kingston	641	1904	18x26	51	
62		2-6-0	Portland	291	1874	18x24	54	105
62	1116	4-4-0	Manchester	691	1875	16x24	66	106
63		4-4-0	Portland		1874	"	66	

Intercolonial's 66 was built by Portland in 1873, later sold to coal company. Photograph from Canadian National archives



Coming Events

SEND advance notices of fantrips, conventions, etc., to Art Knowles, *Railroad Magazine*, 205 E. 42nd Street, New York, N.Y. 10017. Send them early, to be sure of getting them published. Items for September issue should be on our desk by July 10th.

July 16: Steam on the Western Maryland from York, Pa., to Hagerstown, Md. using Rail Tours, Inc. equipment: ex-CPR 4-6-2, coaches, and Rocky Mt. obs. car. Fare $11, no half fares, 50¢ extra for obs. car. Additional steam trip on Ma & Pa next day (Sun. 17th). Write Joe Schussmann, NRHS Tri-State Chapter, Highland Ave., Stanhope, N.J. 07874.

July 16 and 17: Free train ride! Bohemia Mining Days celebration; (14-17) town will re-live gold rush days. Trains lv. Cottage Grove, Ore., 9:30 a.m. and 1:30 p.m. 30-mile round trip thru "breathless scenery"—woods, lake, mining country on Oregon, Pacific & Eastern Ry. Write Ray E. Nelson, 34 South River St., Cottage Grove, Ore. 97424.

July 17: Last steam trip with 6940! (She requires extensive shopping under ICC regulations for which CB&Q claims "there is no economic justification.") Trip from Chicago to Denrock and return, $6.50. Illini Railroad Club, Box 62, Champaign, Ill. 61820.

July 19-Aug. 4: Tour European transit systems: London, Paris, Moscow, Stockholm, Milan. Write L.S. Miller, c/o Railway Age, 30 Church St., New York, N.Y. 10007.

July 30: On Belfast & Moosehead Lake, one of the very few city-controlled rrs. Lv. Belfast, Maine, 10 a.m. for Burnham Jct. in gons, ride beside river and lake: photo stops. Fare $4.50 (kids $2.25). Barbecued chicken dinner $1.50. Downeast RR. Club (Div. of RRE) Box 196, Brunswick, Me. 04011.

Aug. 6: Steam at Boise, Idaho, to Huntington, Calif. using UP 844(4). PNR-NMRA Convention (Aug. 5-7). Fare $7.50, Banquet $6.50. NMRA membership required for participation in any convention activity. Write James Dunbar, Box 4242, Boise, Idaho 83705.

Aug. 13-Sept. 4: Railroad Enthusiast coast-to-coast trip already sold out!

Aug. 27-Sept. 8: Alaska-Yukon Adventure, deluxe tour by rail and steamer to caribou country. Peace River, inside passage, sleeping cars, from San Francisco. Write Arthur Lloyd, R&LHS, 974 Pleasant Hill Rd., Redwood City, Calif. 94061.

Sept. 1-24: Autumn Color Tour, from West Coast all the way to Gaspe Peninsula and Halifax; by the Santa Fe, Great Lakes steamer, motor coach, and train again. Write Finlay Fun-Time Tour, 11306 Burbank Blvd., North Hollywood, Calif. 91601.

Sept. 2-22: Trans-Canadian Holiday. Lv. San Francisco on SP's "Cascade"; take Canadian National's "Super-Continental" from Vancouver to Ottawa, Montreal, Quebec, Gaspe Peninsula, Niagara Falls, Toronto, and CN's "Panarama" for home, with stop at Jasper. Prices from $600 to $847 include most everything. Write Hal M. Rogers, Central Coast Ry., Box 1714, San Jose, Calif. 95113.

Sept. 4-5: 300 miles freight-only trackage, special train with Pullman and coaches, gorgeous Oregon scenery, Columbia Gorge, Crooked River Bridge (world's highest rr. bridge), first passenger train over this route, from Portland to Klamath by SP&S, Oregon Trunk, GN; return via SP. Write Pacific Northwest Chapter NRHS, Box 8853, Portland, Ore. 97208.

Sept. 6-20: Rail Study Tour: Geneva, Milan, Nice, Paris, Amsterdam, Utrech, Frankfurt, Berne, Zurich, by rail. Swissaire from New York. $775, deposit $100. Write Robt. G. Lewis, c/o Railway Age, 30 Church St., New York, N.Y. 10007.

Sept. 15-Oct. 13: Tour Europe and England. Lv. N.Y. on the Queen Elizabeth. Write Brotherhood Tours, Box 3612, Station A, El Paso, Texas.

Sept. 23-Oct. 15: Modern Railroads (maaazine) seminar tour by air from San Francisco: 11 days in Japan, ride Takaido Line, 3 days in Taiwan, 4 in Hong Kong, 3 in Thailand: total $1,694, deposit $100. Write Tom Shedd, 5 South Wabash Ave., Chicago, Ill. 60603.

Sept. 30-Oct. 2: 8th Annual Kolor Karavan by Alamosa Kiwanis Club. Lv. Alamosa 8 a.m. for Durango and Silverton, return 5 p.m. Fare $23 (kids $11.50). Make your own hotel reservations Friday and Saturday nites. Write Dr. R. E. Wick, c/o Adams State College, Alamosa, Colo. 81101.

Oct. 2: Steam in Maine. CNR 6218 4-8-4 last time in U.S. Lv. Portland 7:30 a.m. for Island Pond, Vt., via White Mountains, 300 miles; see fall foliage. Photo stops, open-door baggage car, 12

LEARN HOW SCIENCE TACKLES BALDNESS

Hair Restored on Bald Scalps!

Money Back Guarantee

YOU WILL BE AMAZED as you read about the new technique developed by medical science which successfully restores living, healthy hair to once-bald areas of the scalp. Even male pattern baldness... the cause of the great majority of hair loss... can be treated by this dynamic method!

IN THE PAST, the most common cure for baldness was a toupee or hairpiece. However, covering up the problem did not solve it.

AT LAST, through the efforts of modern science, you can stop wasting hard-earned money on shampoos, hairpieces, or other so-called "treatments" that do not work!

SOUNDS ASTONISHING? Indeed it is! If you still have some hair on your head, and are not the victim of scalp disease, mail this no-risk coupon TODAY!

YORK RESEARCH *Dept. 3869*
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YES! I would like to learn about this amazing development in the treatment of baldness. I enclose $2.98, which I understand will be completely refunded if I am not satisfied.

Name _____

Address _____

City _____ State _____ Zip _____

63	1110	4-4-0	Manchester	692	1875	"	66	107
64		4-4-0	Portland	294	1874	"	66	
64	1117	4-4-0	Manchester	693	1875	"	66	108
65		4-4-0	Portland	295	1874	"	66	
65	1118	4-4-0	Manchester	694	1875	"	66	109
66		4-4-0	Portland	254	1873	"	66	
66	1111	4-4-0	Manchester	695	1875	"	66	110
67		4-4-0	Portland	255	1873	"	66	
67	67	2-8-0	Kingston	530	1903	21x28	56	
68		4-4-0	Portland	256	1873	16x24	66	
68	636	4-6-0	I. C. R.		1907	20x26	72	
69		4-4-0	Portland	259	1873	16x24	66	111
69	61	4-6-0	Manchester	1746	1901	20x26	72	
70		4-4-0	Portland	289	1873	16x24	66	112
70	616	4-6-0	Manchester	1747	1901	20x26	72	
71		4-4-0	Portland	290	1873	16x24	66	113
71	617	4-6-0	Manchester	1748	1901	20x26	72	
72		4-4-0	Portland	292	1874	16x24	66	114
72	610	4-6-0	Kingston	475	1900	20x26	72	
73		4-4-0	Portland		1875	16x24	66	115
73	618	4-6-0	Manchester	1749	1901	20x26	72	
74		4-4-0	Portland		1875	16x24	66	
74	619	4-6-0	Manchester	1750	1901	20x26	72	
75		4-4-0	Montgomery		1875	16x22	60	116
75		4-4-0	Danforth		1881	17x24	60	
76		4-4-0	Montgomery		1875	16x22	60	117
76		4-4-0	Danforth		1881	17x24	60	
76	620	4-6-0	Manchester	1751	1901	20x26	72	
77		4-4-0	Montgomery		1875	16x22	60	118
77		4-4-0	Dubs		1882	17x24	60	
78		4-4-0	Montgomery		1875	16x22	60	119
78	1056	4-4-0	Dubs		1882	17x24	61	
79		4-4-0	Montgomery		1875	16x22	60	120
79	1057	4-4-0	Dubs		1882	17x24	61	
80		4-4-0	Montgomery		1875	16x22	60	121
80	1063	4-4-0	Rhode Isl.	1435	1884	17x24	62	
81		4-4-0	?		——	No data		122
81	1097	4-4-0	Kingston	341	1888	18x24	62	
82		4-4-0	?		——	No data		123
82	1098	4-4-0	Kingston	352	1888	18x24	62	
83		4-4-0	?		——	No data		124
83	1033	4-4-0	Kingston	353	1888	18x24	62	
84		4-4-0	?		——	No data		125
84	1058	4-4-0	Dubs		1882	17x24	61	
85		4-4-0	?		——	No data		126
85	1064	4-4-0	Rhode Isl.	1436	1884	17x24	62	127
86		4-4-0	?		——	No data		128
86	1059	4-4-0	Dubs		1882	17x24	61	
87		0-6-0	Grant		1870	18x24	54	129
87	645	4-6-0	Kingston	1035	1911	20x26	63	
88		0-6-0	Grant		1873	18x24	54	130
88	146	2-8-0	Kingston	938	1910	21x28	56	
89		0-6-0	Danforth		1872	18x24	54	131
89	442	4-6-2	Kingston	1032	1911	21x28	72	
90		0-6-0	Portland	277	1873	18x24	54	132

The Intercolonial had three eight-wheeled engines numbered 4. This was one of the two built by Dubs in either 1872 or '82.
Photograph from Canadian National archives

coaches and snack bar, sold out last year a month Portland 8 p.m. Fare $12.50 (kids $7). Write Phillips Prince, Railroad Enthusiasts 470 Club, 73 Skylark Road, Portland, Me. 04143.

Oct. 9: 270 miles on B&O freight-only lines, mostly former BR&P from Pittsburgh to DuBois, 18 coaches, snack bar, sold out last yr. a month in advance, with 1100 passengers. Fare $11.75 ($9.75 from Mars, $9 from Butler). Write North Hills Travelers, J. Edward Wally, mgr., 43 Grant Ave., Etna, Pittsburgh, Pa. 15223.

New Haven Railroad offers 1-, 2-, and 3-day tours all summer. Write or go to ticket office, Grand Central Terminal, New York, N.Y. 10017.

Long Island Rail Road operates tours each Sat. and Sun. to interesting and historic points on Long Island and Mystic, Conn., 89 trips this year. Write Tour Dept., LIRR, Jamaica Station, N.Y. 11435.

Western Pacific operates tours from San Francisco. Write Frank J. Rauwolf, WP, 526 Mission St., San Francisco, Calif. 94105.

Canadian National has scheduled 20 voyages from Vancouver to Alaska, 8 days, price varies, last trip Sept. 25. Contact any CNR office.

Milwaukee Road has attractive one-day excursions out of Chicago and Milwaukee. Get tickets in advance or write to C. C. Dilley, PTM, Union Station, Chicago, Ill. 60606

River cruises on sternwheeler steamboat Delta Queen from Cincinnati to St. Louis, New Orleans, Pittsburgh, St. Paul. Write Green Line Steamers, 380 Public Landing, Cincinnati, Ohio 45202, or 10 East 40th Street, New York, N.Y. 10016.

The Mikado pictured on our June cover, Grand Trunk Western's 3734, now stands on a leased siding in Durand, Mich., reports John Corns, 422 Grandview Ave., N.W., Canton, Ohio 44708. The National Museum of Steam Propulsion bought her in 1960 or '61 and renumbered her 4070. The USRA built her at Schenectady in 1918. Her bell, builder's plates, classification and marker lamps, and gages are missing, and hoboes sleep in the firebox.

There's an 0-4-0T on display on Route 7 near Woodworth, Ohio. She sits outside a restaurant and can be seen from the Ohio Turnpike as you pass over exit 16. Also, you can see two steamers at Mack Lowry's Railways of America on Route 8 in Cuyahoga Falls, just north of Akron, Ohio. One is an 0-6-0 lettered CB&Q; the other is a Henschel 0-4-0ST. There are also 7 passenger cars of various types on the property.

In Durand, Mich., a steel water tower still remains and the penstock (water plug) stands beside the depot.

90	1014	2-6-0	Intercol.		1900	18x24	57	
91		0-6-0	Portland	278	1873	18x24	54	133
91	1015	2-6-0	Intercol.		1900	18x24	57	
92		0-6-0	Portland	291	1873	18x24	54	134
92	1016	2-6-0	Intercol.		1900	18x24	57	
93		0-4-0	Baldwin		1873	14x22	50	135
93	611	4-6-0	Kingston	476	1900	20x26	72	
94	1125	0-4-0	Baldwin		1875	14x22	48	
95		0-4-0	Baldwin		1875	14x22	48	
95	443	4-6-2	Kingston	1033	1911	21x28	72	
96		0-4-0	Baldwin		1875	14x22	48	136
96	61	2-8-0	Kingston	527	1903	21x28	58	
97		0-4-0	Baldwin		1875	14x22	48	137
97	643	4-6-0	Kingston	579	1903	20x26	69	
98		0-4-0	Baldwin		1875	14x22	48	
98	605	4-6-0	Kingston	462	1898	18x24	72	
99		0-4-0	Baldwin		1874	14x22	48	
99	637	4-6-0	Intercol.		1907	No data		
100		0-4-0	Baldwin		1875	14x22	48	
100	809	0-6-0	Kingston	697	1906	18x26	51	
101		4-4-0	Kingston		1876	16x24	60	138
101	1001	4-6-0	Kingston	437	1894	18x24	56	
102		4-4-0	Kingston		1867	16x24	60	139
102	606	4-6-0	Kingston	463	1899	14, 24x24	72	
103		4-4-0	Kingston		1878	16x24	60	140
103	75	2-8-0	Kingston	531	1903	21x28	56	
104		4-4-0	Kingston		1878	16x24	60	141
105		4-4-0	Kingston		1878	16x24	60	
105	1124	2-6-0	Rhode Isl.	2993	1891	17x24	54	142
106		4-4-0	Intercol.		1879	17x24	62	143
107		4-4-0	Intercol.		1879	17x24	62	
108		4-4-0	Intercol.		1879	17x24	62	
108	441	4-6-2	Kingston	1021	1911	21x28	72	
109	1044	4-4-0	Danforth	1182	1880	16½x24	60	144
110	1045	4-4-0	Danforth	1183	1880	"	60	145
111	1046	4-4-0	Danforth	1195	1880	"	60	146
112	1047	4-4-0	Hinkley		1880	"	60	147
113	1048	4-4-0	Hinkley		1880	"	60	148
114	1049	4-4-0	Hinkley		1880	"	60	149
115	1050	4-4-0	Hinkley		1880	"	60	150
116		2-6-0	Kingston		1880	18x24	57	151
116	612	4-6-0	Kingston	472	1899	20x26	72	
117		2-8-0	Kingston	——	1880	18x24	57	152
118		2-8-0	Kingston		1880	18x24	57	
119		2-8-0	Fleming		1880	18x24	54	153
119	613	4-6-0	Kingston	474	1899	20x26	72	
120	1017	2-6-0	Fleming		1880	18x24	54	154
121		2-6-0	Fleming		1880	18x24	54	
122	1018	2-6-0	Fleming		1881	18x24	54	155
123	1019	2-6-0	Fleming		1881	18x24	54	
124	1020	2-6-0	Fleming		1881	18x24	54	
125		2-6-0	Fleming		1881	18x24	54	
125	604	4-6-0	Kingston	447	1894	18x24	70	
126	1021	2-6-0	Fleming		1881	18x24	54	
127	1022	2-6-0	"		1881	18x24	54	
128		4-4-0	"		1881	17x24	69	156
129	1112	4-4-0	"		1881	17x24	69	157
130	1113	4-4-0	"		1881	17x24	69	158
131		4-4-0	"		1881	17x24	69	159
132	1114	4-4-0	"		1881	17x24	69	160
133		4-4-0	"		1883	17x24	69	161
134	1115	4-4-0	"		1883	17x24	69	162
135	1072	4-4-0	"		1883	17x24	60	163
136	1073	4-4-0	"		1883	17x24	60	164
137	1074	4-4-0			1883	17x24	60	165
138		4-4-0	Manchester	1113	1883	17x24	60	
138	819	0-6-0	Kingston	1016	1911	20x26	51	
139		4-4-0	Manchester	1114	1883	17x24	60	
140		4-4-0	Manchester	1115	1883	17x24	60	
140	820	0-6-0	Kingston	1917	1911	29x26	51	
141	1081	4-4-0	Manchester	1116	1883	17x24	60	
142		4-4-0	Fleming		1883	17x24	60	
143		4-4-0	Fleming		1883	17x24	60	166
144		4-4-0	Fleming		1883	17x24	60	
145		4-4-0	Fleming		1883	17x24	60	
146		4-4-0	Kingston	273	1883	18x24	69	167
146	1031	4-4-0	Dubs		1888	"	61	
147	1083	4-4-0	Kingston	274	1883	"	69	168
148	1089	4-4-0	"	275	1883	"	69	169
149	1090	4-4-0	"	276	1883	"	69	170
150	1091	4-4-0	"	277	1883	"	69	171
151	1105	4-4-0	"	278	1884	"	69	
152	1084	4-4-0	"	279	1884	"	69	172
153	1088	4-4-0	"	280	1884	"	69	173
154	1085	4-4-0	"	281	1884	"	69	174
155	1086	4-4-0	"	282	1884	"	69	175
156	1092	4-4-0	"	283	1884	"	69	176
157	1106	4-4-0	"	284	1884	"	69	

158	1107	4-4-0	"	285	1884	"	69				
159	1096	4-4-0	"	286	1884	"	69	177			
160		4-4-0	"	287	1884	"	69	178			
160	1080	4-4-0	Dubs		1888	18x24	61				
161	1095	4-4-0	Kingston	288	1884	17x24	69	179			
162	1087	4-4-0	Kingston	289	1884	17x24	69	180			
163	1093	4-4-0	Kingston	290	1884	17x24	69	181			
164	1094	4-4-0	Kingston	291	1884	17x24	69	182			
165		4-4-0	Kingston	296	1886	16x24	60				
165	147	2-8-0	Kingston	947	1910	20x28	56				
166		4-4-0	Kingston	297	1886	16x24	60	183			
166	614	4-6-0	Kingston	473	1900	20x26	72				
167		4-4-0	Kingston	298	1886	16x24	60	184			
167	607	4-6-0	Kingston	461	1900	20x26	72				
168		4-4-0	Kingston	299	1886	16x24	60	185			
168	608	4-6-0	Baldwin		1898	14, 24x24	72	186			
169		4-4-0	Kingston		1886	14x22	60	187			
169	609	4-6-0	Baldwin		1897	19x24	72				
170		2-6-0	Fleming		1886	18x24	54	188			
170	1065	4-4-0	Kingston	328	1888	17x24	60				
171		2-6-0	Fleming		1886	18x24	54				
171	601	4-6-0	Cooke	2293	1893	19½x24	69				
172		2-6-0	Fleming		1886	18x24	54				
172	602	4-6-0	Cooke	2294	1893	19½x24	69				
173		2-6-0	Fleming		1886	18x24	54	189			
174-	1034-			342-							
183	1043	4-4-0	Kingston	351	1888	18x24	62				
184	1119	4-4-0	Baldwin		1884	16x24	63	190			
185	1078	4-4-0	Baldwin		1884	16x24	63	190			
186	1079	4-4-0	Baldwin		1884	16x24	63	190			
187	1080	4-4-0	Baldwin		1884	16x24	63	190			
188	1023	2-6-0	Booth		1869	16x22	48	190			
189	1024	2-6-0	Baldwin		1870	16x22	48	190			
190	1025	2-6-0	Baldwin		1870	16x22	48	190			
191	1026	2-6-0	Baldwin		1870	16x22	48	190			
192		4-4-0	Kingston	329	1888	17x24	62				
192	640	4-6-0	Kingston	1036	1911	20x26	63				
193	1066	4-4-0	Fleming	330	1888	17x24	62				
194	1067	4-4-0	Kingston	331	1888	17x24	62				
195	1068	4-4-0	Kingston	332	1888	17x24	62				
196	1069	4-4-0	Kingston	335	1888	17x24	62				
197	1100	4-4-0	Manchester	1372	1888	18x24	59				
198	1101	4-4-0	Manchester	1370	1888	18x24	59				
199	1102	4-4-0	Manchester	1371	1888	18x24	59				
200	1103	4-4-0	Manchester	1373	1888	18x24	59	191			
201	1028	4-4-0	Dubs		1888	18x24	61				
202	1029	4-4-0	Dubs		1888	18x24	61	192			
203	1070	4-4-0	Kingston	385	1890	17x24	62	193			
204-	1002			397-							
206	1004	4-6-0	Kingston	399	1890	18x24	57				
207-	1005			419							
210	1008	4-6-0	Kingston	422	1891	18x24	57				
211-	11	2-8-0	Baldwin	16368							
230	30	2-8-0	Baldwin	16387	1898	15½, 26x28	56				
228	28					21x28		194			
229	29					15½, 26x28	56				
230	30					15½, 26x28	56	195			
231	621	4-6-0	Manchester	1744	1901	20x26	72				
232	622	4-6-0	Manchester	1745	1901	20x26	72				
233	623	4-6-0	Dickson	1213	1901	20x26	72				
234	624	4-6-0	Dickson	1245	1902	20x26	72				
235-239	625- 629	0-6-0	Dickson	1246-1250	1902	20x26	72				
240-244	6- 10	2-8-0	Richmond	3158-3162	1902	21x28	56				
245-249	1- 5	2-8-0	Richmond	3163-3167	1902	23, 36x28	56				
250-254	31- 35	2-8-0	Dickson	1208-1212	1902	21x28	56				
255-274	36- 55	2-8-0	Kingston	500-519	1901	21x28	56				
275-284	148- 157	2-8-0	Manchester	1767-1776	1901	21x28	56				
285-288	801- 804	0-6-0	Kingston	547-552	1902	18x26	51				
289-290	61- 63	2-8-0	Kingston	528-529	1903	18x26	51				
201-300	64- 74	2-8-0	Kingston	532-541	1904	18x26	51				
301		4-6-0	Kingston	620	1904	20x26	69	196			
301	816	0-6-0	Kingston	584	1904	"	51				
302		4-6-0	Kingston	621	1904	"	69	197			
302	817	0-6-0	Kingston	585	1904	"	51				
303		4-6-0	Kingston	622	1904	"	69	198			
303	76	2-8-0	Kingston	642	1904	21x28	56				
304		4-6-0	Kingston	623	1904	20x26	69	199			
304	77	2-8-0	Kingston	643	1904	21x28	56				
305		4-6-0	Kingston	624	1904	20x26	69	200			
305	78	2-8-0	Kingston	644	1904	21x28	56				
306-312	79- 85	2-8-0	Kingston	645-651	1905	21x28	56				
313-323	401- 411	4-6-2	Kingston	652-662	1905	21x28	72				
324		4-4-0	Dubs		1873	16x22	60	201			
324	412	4-6-2	Kingston	663	1905	21x28	72				
325		4-4-0	Montgomery		1873	16x22	60	202			
325	821	0-6-0	Kingston	1018	1911	20x26	51				
326		4-4-0	?		----	?	?	203			
326	810	0-6-0	Kingston	698	1906	20x26	51				
327	1120	4-4-0	Rome	115	1885	16x24	60	204			
328		4-4-0	Rome	81	1885	16x24	60	205			
329	1055	4-4-0	Rome	116	1885	16x24	60	206			
330	1121	4-4-0	Fleming		1885	17x24	60	207			
331	1122	2-6-0	Baldwin		----	18x24	?	208			
332	1123	4-6-0	Baldwin		----	18x24	?	209			
333		4-6-0	Baldwin		----	18x24	?	210			
333		4-6-2	Montreal	38900	1906	21x28	72	211			
333	438	4-6-2	Montreal	47666	1910	21x28	72				
334-348	413- 427	4-6-2	Montreal	38901-15	1906	21x28	72				
349-350	811- 812	0-6-0	Kingston	699-700	1906	18x26	51				
351-370	86- 105	2-8-0	Kingston	701-720	1907	21x28	56				
371-380	106- 115	2-8-0	Kingston	789-798	1908	21x28	56				
381-402	116- 137	2-8-0	Kingston	847-868	1908	21x28	56				
403-405	813- 815	0-6-0	Kingston	869-871	1908	18x26	51				
406-415	428- 437	4-8-2	Montreal	44856-65	1908	21x28	72	•			

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HOBBY CLUB

Conducted by Sy Reich

HOW MANY readers want to see another great 4-8-4 made available for fantrips? How many would like to ride the coaches behind her, listen to the mournful wail of a steam whistle, watch her billowing white smoke plume form constantly-changing patterns in the sky, and make their own pictures and tape-recordings? What a thrilling experience, now that the Steam Age is gone! Well, it can be done, and at very low cost per reader—only a few dimes apiece, in fact, if each fellow who casts his eyes on these words is willing to help. Listen to Edward Emery, 398 Runnymede Road, Toronto 9, Ont., Canada:

Sy Reich

"While visiting the Canadian National's Spandina roundhouse the other day, I had an interesting talk with Foreman Armstrong. Among other topics we discussed No. 6167, the 4-8-4 engine which the CNR has pulled out of service for lack of funds to make the necessary repairs. 'We could put her back in operation for about $10,000, the cost of new flues,' he said. I asked if she wouldn't also need tires, rods, pins, and so on. 'Oh, they're no problem,' he told me, adding: 'It's too bad that the various railfan groups which used to enjoy riding behind this engine don't band together and pay for shopping her — $10,000 would do it.'"

Ed Emery wants to hear from all persons interested in restoring the 6167 to service. So very few steamers are available for fantrips these days that every one we can get is important. If the $10,000 is raised, we are told, the 6167 will ride the rails again. Send Ed your contributions, large or small. If each *Railroad* reader donates only 50 cents—the price of one magazine — the total will run well over $10,000!

To make up for those who think they can't afford half a dollar, or aren't interested, some fellows must pay more than that little sum. Ed himself will start the ball rolling with $50.

The Steam Parade

A reader asked where Virginia Blue Ridge steamer No. 5 went. Peter Hislop, 21 Afton Dr., Florham Park, N.J., reports she was bought by Morris County Central Railroad, which also owns ex-VBR 2-8-0 No. 6, originally Southern Railway 385. The 6-spot is renumbered 4039 and, as we go to press, is being put into running condition for use this season. The MCC offers 11-mile round trips over Morristown & Erie rails between Whippany and Morristown, N.J.

The Cadillac & Lake City operates a steam-powered mixed train between Lake City and Missaukee Jct., Mich., on a 23-mile round trip every Tuesday, Thursday, and Saturday through Oct. 30th. For details query the railway, Box 201, Lake City, Mich. 49651, or phone Lake City 4-2641.

Hugh F. Stephens sends us a schedule for the Livonia, Avon & Lakeville, which runs steam-powered passenger service between Livonia and Avon, N.Y. (near Rochester) on Saturdays, Sundays, and holidays, 1, 3, and 5 p.m., plus Thursdays at 2 and 4 p.m. during July and August. This road also uses a GE diesel for freight on a year-round basis. For additional info query the railroad at Livonia, N.Y. 14487.

Present plans of Nevada State Heritage Assn. (Peter I. Boehm, director, Box 207, Reno, Nevada 89505) call for rebuilding and eventually operating the fabulous Virginia & Truckee steam railway between Carson City and Nevada City in this state, using some of the old V&T equipment. "We're already operating one-eighth of a mile of track at the Carson Airport with an 0-4-0T, No. 202, originally a construction engine on San Francisco's Bay Bridge," Peter writes. "At our site, visitors also may observe V&T 4-6-0 No. 27 and a V&T coach and RPO. I'll answer queries."

Fred Westing's article on "Locomotive Nicknames" (April issue) drew this

Rock Island train 34, day local from Kansas City entering Bremen Avenue yards in St. Louis on Aug. 18, 1934, with engine 931 that formerly pulled *The Colorado Flyer*.
Walter Schaffner photo from Paul Wobus

Rear view of ex-Sumter & Choctaw 2-6-2 of Empire State Ry. Museum, used in passenger service week-ends out of Middletown, N.Y., on Middletown & Orange RR.
Harold R. White, Sr., 136 Murray Ave., Goshen, N.Y. 10924

letter from Lester C. Harlow, 29 E. Rosevear Ave., Orlando, Fla.; "There were many unprintable nicknames, too, that Fred naturally omitted. As for the Union Pacific 4-6-6-4, he seems a bit mixed up. This type of engine came out in 1936 and was named for an economy coach train, the *Challenger*, which the UP featured during the Depression. The basic design was retained, with minor changes, in several re-orders from the original 3700 series and culminating with the delivery of the 3975-3999 series in 1943-'4.

"The War Production Board diverted six of the last order to the Rio Grande, where they were numbered 3800-3805 and ran on Colorado's western slope. Later the Clinchfield bought them. The tenders went through several design changes and only those delivered from 1939 on had centipede (type 24-C-103) tenders like the Big Boys, this being to reduce coaling stops. Today, I believe, the only remaining Challenger is No. 3985, the last of a vast fleet of high-speed, dual-purpose locomotives. She is stored serviceable in Cheyenne roundhouse, where I saw her the other day. Next to Big Boys, these were my favorite engines. I have many photos."

"Westing did not mention that any of the so-called Russian decapods are extant," comments Fred W. Schmidt, president of the Smoky Hill Railway & Historical Society, Inc., P.O. Box 124, Shawnee Mission, Kan. 66201. "Such engines may be seen at mueums in St. Louis, Mo.; Dallas, Texas, and in our Society's Museum at Ottawa, Kansas. We are restoring No. 1632 as nearly as possible to her Frisco specifications of 1928 and displaying her next to the former headquarters of the Santa Fe's Tulsa Division, now a museum."

The following locomotive nicknames come from W. R. Osborne, 1019 S.E. 12th Ave., Deerfield Beach, Fla. 33941: C&O No. 500, turbo-electric, "Sacred Cow"; Santa Fe No. 5000, a 2-10-4, Madame Queen, and the Timken 4-8-4, built by Alco, No. 1111, "Four Aces." The 1111 had the playing-card insignia of the four suits on the side number panels of her headlight: spades, hearts, diamonds, and clubs.

The New Hope & Ivyland Railroad Co., which proposes to acquire and operate some Reading trackage in Bucks County, Pennsylvania, with steam power, will sell stock to finance this venture if the ICC approves. Details may be had from the company, 11 E. Bridge St., New Hope, Pa.

"I'd like to comment on Lester C. Harlow's mention of two Canadian Pacific engines at York, Pa.," writes Deane Mellander, 2705 Newtown St., Silver Spring, Md. 20902. "Both engines belong to George Hart of Rail Tours, Inc. The 1286 has seen service on both the Ma & Pa and the Western Maryland. She is still good. Rail Tours is operating her this season on the Ma & Pa. When I first saw the 1238 a year ago she looked as if she had been sitting out in the weather for ten years, but she has since been repainted and readied for service.

"Ex-Reading shop goat No. 1251 handled the rides to Red Lion twice a day each Sunday until the arrival of a new engine, the CP's 952, class D10, a Ten-wheeler. A pair of wooden trestles between Yoe and Red Lion precludes the use of the Pacifics on regular runs, but the 4-6-0's lighter axle loading permits her operation over those trestles as well as on special trips to Delta."

"Regarding your rosters of South Carolina shortlines, the Rockton & Rion now owns three locomotives, all steamers. On Sy Reich's roster were 0-4-0T No. 4 (2-8-2) and No. 19 (2-8-0). The 712 was recently given a complete overhaul. The 12-mile road derives most of its revenue from quarry products. The other two engines are serviceable, with No. 19 doing the usual mainline haul to the Southern connection."

"Add to Frank P. Donovan's compilation of steam roads (May issue) the 2-foot-gage Steam Village Railroad, located on Route 11 in Gilford, N.H.," writes L. M. Lawrence, 8 Whitehall Rd., Rochester, N.H. 03867. "This is just northeast of Laconia and near Lake Winnipesaukee. The railroad has been operating for the past two seasons, giving 2½-mile rides with two German 0-4-0T's. Daily in July and August; week-ends in the fall and spring."

Commenting on Elliott Kahn's photo of Mount Washington Cog Railway No. 6, described as "North America's oldest active loco," Gary E. Nordell, P.O. Box 465, Nellis AFB, Nevada 8910, writes.

" 'Tis possible she's not. Also built in 1875, this one in March, was Nevada County Narrow Gauge's No. 5, which Baldwin outshopped as No. 3709 for the Carson & Tahoe Lumber & Fluming Co. and which the latter sold to NCNG on June 30, 1899. Rebuilt in 1913, she

New 3600-hp EMD diesel demonstrator, SD-45, shown making tests on the Chicago Great Western Railway out of Chicago.
Burdell Bulgrin, 4649 S. Mozart St., Chicago, Illinois 60632

was damaged in a roundhouse fire two years later, rebuilt again, sold to Frank Lloyd Productions in 1940, and rebuilt for a third time in January, 1961, with a new boiler. At present she is in service with Revue Productions at University City, Calif. This old engine can be seen often in 'The Virginian' and other TV shows. These facts are verified in Gerald M. Best's book on the NCNG."

(Editor's note: "Jerry" Best, who supplied one of the photos for "Railroading Below Sea Level," is currently visiting railfans in Australia.)

A 7-mile steam railroad will be an important attraction in the celebration of Alaska's Purchase Centennial next year. It will use the existing right-of-way of the Alaska Railroad with the exception of a new wye to be built near Anchorage International Airport. The train will consist of an authentic steam locomotive, converted from woodburning to oilburning; three old wooden-bodied coaches, revamped, and a caboose, and will run between the airport and downtown Anchorage. The caboose is being restored by members of the 5040th A&E Maintenance Squadron at Elmendorf Air Force Base, assisted by members of the local Kiwanis Club. This train will operate through the centennial year, reports Frank T. Perrino, CMR No. 1, Box 2448, APO Seattle 98742.

Setouts and Pickups

Some years ago a retired Nickel Plate operator named Harry C. Temple (now deceased) had a series of full-page nostalgic sketches in this magazine, one a month, under the general heading "Back in the Days." Drawn authentically in pen and ink, they were very popular. Each depicts some phase of steam or Morse railroading. One of the best of them, "The Night Operator Going to Work," has been reproduced on good paper, 8x10″, suitable for framing, and may be bought for $1 apiece, mailed flat, postpaid, from V. B. Adam, 524 Hickory St., Watseka, Illinois 60970. When we published this picture in *Railroad* it drew many letters and cards from oldtime telegraphers telling of memories it recalled.

Wilbur T. Golson, a Louisiana state police officer who was No. 13 in our *Interesting Railfans* series, sells photos of common carriers, narrow and standard gage, industrials, steam, diesel, electric traction, and streetcars. He promises 10-day delivery on each order for sharp, clear 3x5's, 5x7's, and 8x10's. Will send a big 10-page list and sample print for 25¢ (coin only, U.S. or Canadian). Address 5465 Washington Ave., Baton Rouge, La. 70806.

Mrs. Peggy Barsont please, write again to Ken Cassells, P.O. Box 51-023, Tawa, New Zealand. You offered to exchange lanterns and switch keys with Ken but forgot to put your address in your letter. "Although I've been using your *Switch List* for nearly 20 years," he writes, "I did not have my name in it until recently—and with pleasing results, because it has been instrumental in putting me in touch with many fine people in the United States and Canada."

The above item reminds us that this magazine often gets letters, cards, pictures, manuscripts, clippings, etc., without the writer's address. In some such cases, after a long wait, the writer sends us an angry complaint because we didn't do anything about his previous communication! It isn't enough to put your address in the upper left corner of your envelope. We receive a small mountain of mail every day, and many enclosures get separated from the envelopes.

Furthermore, our incoming mail is so heavy that it is not possible for us to answer it all or even to acknowledge every piece of mail. We are happy to note that most readers have finally heeded our repeated pleas to keep their letters brief.

Wanted by Alfred C. Dietrich, 9408 214th St., Queens Village, N.Y. 11428: detailed info. and pix of right-of-way, locos, rolling stock, etc., of Central Railroad Co. of Long Island, which was completed Jan. 1, 1873, running from Hunter's Point to Garden City and known as the Stewart line. (*The Long Island Rail Road,* Part II, by Vincent F. Seyfried, has a chapter on the Central Railroad, which New York merchant Alexander T. Stewart built. Other info. is contained in *Steel Rails to the Sunrise,* by Ron Ziel and George Foster.)

An unusual offer is being made by SEPTA (Southeastern Pennsylvania Transportation Authority). Four full-color prints, each 24x10″, may be bought for $1.50 only when you order 10 bargain Reading train tickets by mail. These prints are reproductions of watercolor paintings by Ranulph Bye and capture all the color and ornate Victorian design of Reading stations at the turn of the century. You can get detailed info. on the off-peak travel bargains from the nearest present-day Reading station.

Membership in the Tennessee Valley Chapter of NRHS is at an alltime high, with paid-up members numbering 146. This reflects some real hard work in keeping up the chapter's ideals that attract new members as well as hold the old ones.

A new organization to be called Teenage Railfans of America is contemplated

by Charles Tubman, Jr. (age 14), 2973 Edgehill Rd., Cleveland Heights, Ohio 44118, with membership open to all fellows and girls between the ages of 13 and 19. Details available on request.

The Railroad and the Flood: 1965, paperbound, with 19 pages, 8¼x11″, illustrated with 19 photos, written and published by Richard S. Prosser, 2733 18th Ave. S., Minneapolis, Minn. 55407, sells at $2 a copy. This brochure tells the detailed story of a flood that hit the C&NW, the Milwaukee, the Burlington, the Rock Island, the Great Northern, the Northern Pacific, the Soo Line, and the Minneapolis, Northfield & Southern. The history is well written and the pictures are good.

Wanted by Larry H. Williams, 708 Church St., Saxton, Pa. 16678: information and photos for use in a book he is writing on the Huntington & Broad Top Mountain Railroad, a defunct coal-hauling shortline formerly headquartered in his home town. He wants to hear from anyone who has had experience with that line. Also John Denny, Jr., C. A. Brown, James Bowie, and W. R. Hicks, who have photos he'd like to use.

"I want to hear from any fireman or engineer who worked on Great Northern steam engines," writes Wayne M. Scott, 2026 S. Dakota Ave., Sioux Falls, S.D. 57105. He's also interested in all kinds of GN railroadiana of the Steam Age.

"Which was America's longest railroad grade crossing?" asks Tom Dworman, 20460 Audrey Ave., Detroit 35, Mich. "Could it be the New York Central's crossing of Central Avenue in Detroit? That one had a total of 20 tracks, including a spur, a passing track, the two-track Detroit-Chicago main, and 16 tracks from the Junction yards, but was dismantled in favor of a hump yard. Detroit had another oddity: a 13-track crossing with streetcar tracks on Charlevoix and the Michigan Central tracks. I have pictures."

Answering a query regarding the old-time T. L. Moore railroad lantern, G. L. Moore, a relative of the lantern-maker, was one of several readers who sent information to lantern-collector Wade B. Hall, 715 N. 70th St., Seattle 3, Wash. The lantern-maker was a Southern Pacific switchman at San Antonio, Texas, in 1905 when he patented the "glim" that bears his name. It was a small kerosene-burner weighing only 3 pounds and measuring 14″ from its base to the top of its rigid wooden handle. The glass globe stood 5½″ high, which was usual at that time. This lantern became the boomer's trademark; he could pack it in his grip when he moved on to another job.

Adding to our data on two-spouted water tanks, John D. Robertson, 808 E. Monroe St., Mexico, Missouri 65265, sends us a photo (taken in 1926) of the one that stood at Francis, Mo., three miles east of his town. The tank was owned by the Chicago & Alton, but Burlington engines also used it. Included in the terminal facilities there were a roundhouse, shops, ash pit, and servicing equipment. (Photo on page 31.)

The supply of railroad nicknames is inexhaustible. Hugh F. Stephens, 178 Roseland Ave., A-1, Caldwell, N.J. 07006, sends the following: Tavares & Gulf, "Tug & Grunt"; Delaware, Lackawanna & Western, "Delay, Linger & Wait"; Rockton & Rion, "Rock & Roll"; New York, Ontario & Western (O&W), "Old & Weary," and New York, Susquehanna & Western, "Now You Shall Walk."

"Thus far I have received about 50 pieces of mail on the Peabody Railroad in answer to my request in *Railroad Magazine* but strangely nothing on the Pacific Coast Railroad, which I also inquired about," writes A. S. Bernoudy, Jr., 3201 Colorado Ave., Kenner, La. 70062.

Apropos of railfans covering a lot of territory, J. T. O'Connor, 59 The Boulevard, Sea Cliff, N.Y., tells us: "In summer 1963 I traveled 18,000 miles by rail, touring the major league baseball cities and taking photos. My figure in the two previous summers was nearly 6,000 miles; this year I aim to duplicate my '63 effort."

Correction: Glenn J. Williams wrote (June issue) that the Midland Continental was sold to the Northern Pacific. Actually, according to Joseph Stark, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, it is being sold to the NP and Soo Line jointly, subject to ICC approval. The 69-mile line connects with those two systems, also the Milwaukee Road. It will keep its old name.

Some readers make a hobby of collecting railroad company stationery envelopes sent through the mail. We will give an assortment of these to anyone who asks and encloses a stamped, self-addressed envelope large enough to hold them. Address Art Knowles, assistant editor of *Railroad Magazine*, 205 E. 42nd St., New York, N.Y. 10017. We'll start our list with William C. Kessel, 99 Center St., Hamburg, N.Y. 14075.

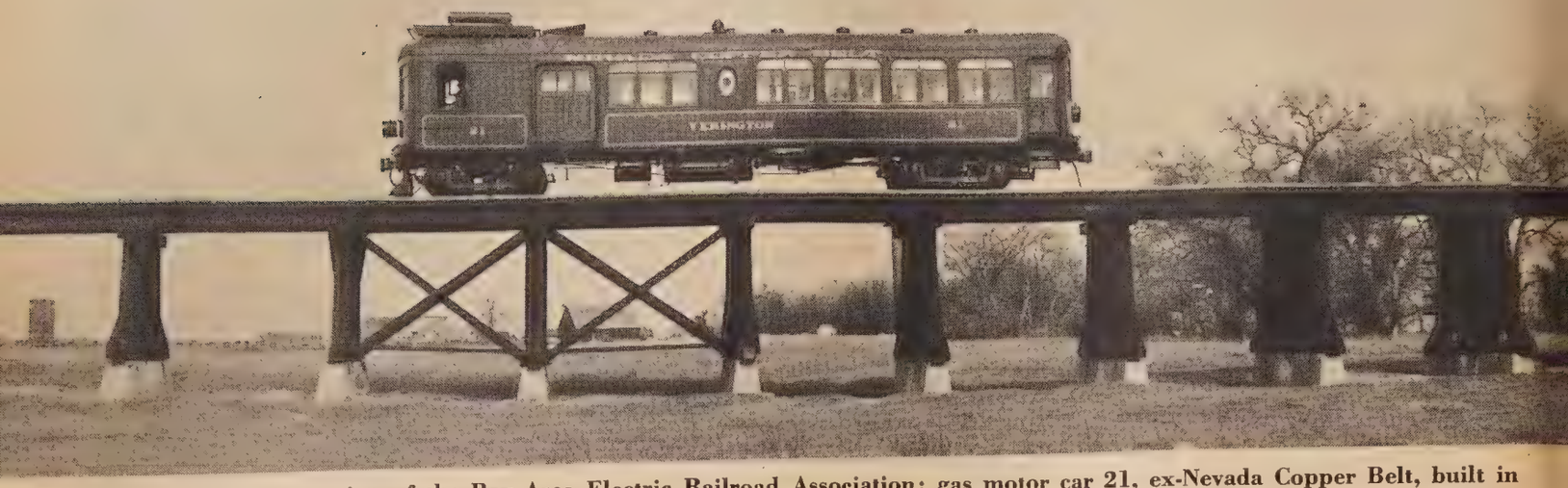
Juice fans wishing to contact Steve Maguire can save time by writing directly to his home address, P.O. Box 51, Belmar, N.J. Steve runs his department in Belmar. We forward all of his mail that comes to our office or else we hold it until he visits us, usually the first Friday afternoon in each month.

Present-day locomotive rosters coming very soon: Chicago & Eastern Illinois and Texas shortlines. ●

Collection of Bill Jernstrom, 822 Pelham Drive, Fort Wayne, Ind.

No. 3 of the Fonda, Johnstown & Gloversville at Cranberry Creek, N.Y., in 1890.

Steve Maguire's TRANSIT TOPICS



Scene on recent excursion of the Bay Area Electric Railroad Association: gas motor car 21, ex-Nevada Copper Belt, built in 1911, now belonging to the BAERA, is crossing the Consumes River trestle of the Central of California Traction Company.

Three photos by Addison H. Laflin, Jr., 2119 Marin Ave., Berkeley 7, Calif.

Key System special unit on the Sacramento Northern main line beside the new museum area of BAERA. (Details on pg. 62)

Another view of car 21, shown standing on SN track adjacent to the museum.

SOON, for the first time in over 30 years, a new type of modern, low-platform, surface car will be put in service in the United States. It will run on the Riverside line of Boston's Massachusetts Bay Transit Authority, which will get 90 new trolleys costing $9 million to replace the present PCC's. As reported to us by Norton Clark, Newton Highlands, Mass., and Jim Crimmins, Exeter, N.H., the entire MBTA plan for extensions along 5 new routes into the suburbs and for replacing cars on the Highland line to Riverside will cost nearly $300 million.

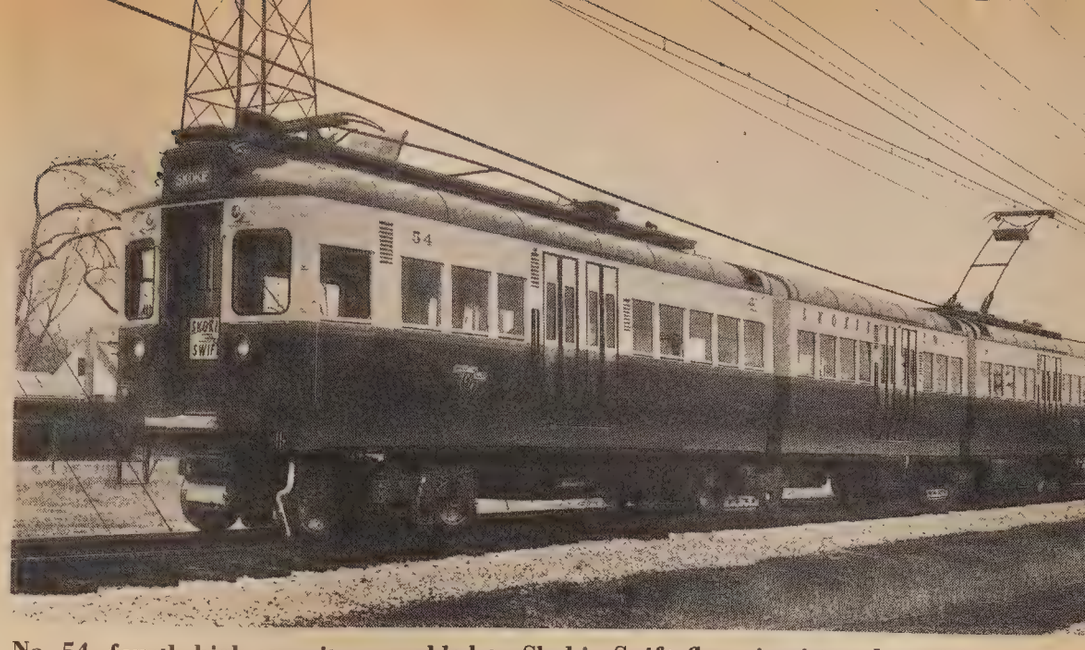
Steve Maguire

In addition, $6 million will be received from the Boston Redevelopment Authority from the sale of Bennett-Eliot car shops at Cambridge, on which site the proposed John F. Kennedy Library will be built.

Thirty miles of major rapid transit extensions will include construction along the New Haven Railroad's Old Colony lines from South Station to North Braintree and later to Weymouth; building a subway from Haymarket Square to Malden and Primrose; extending the Dorcgester-Cambridge subway from Harvard Square to Alewife Parkway in Arlington; the line beyond the Forest Hills terminal through West Roxbury to Route 1; new tracks from Lechmere Square terminal in Cambridge to Washington Square in Somerville, and money for replacing old buses and trackless trolleys with new diesel buses.

Before the report was made public, the biggest question was what would happen to the Riverside line that had been put in operation hardly 5 years ago along abandoned track of the Boston & Albany. The PCC's running into the downtown Boston trolley subway serve the line, and the subway connection makes difficult any operational changes from low-platform loading. However, the PCC cars operating at fairly high speed on open rights-of-way have not performed too well. A Waltham *News-Tribune* headline said, "Swing-and-Sway Trolleys Going."

Our readers were first to be told of the Boston MBTA's plan to send two men to Europe to find a low-floor car suitable for fast operation on the Riverside line, a type which would not have the faults of PCC's at high speed. Apparently they have found such equipment and obtained the rights for building similar cars in the U.S. Such cars will be the first new-style trolleys built since the PCC's and may also serve on proposed lines in San Francisco, Pittsburgh, Toronto, or Shaker Heights.



No. 54, fourth high-capacity car added to Skokie Swift fleet, is pictured receiving power from overhead trolley wire. Part of route is powered from overhead, part by third rail; transition from one to the other is made without reducing speed. The four-truck car is articulated, composed of three permanently-connected compartments. More than 88 feet in overall length, it seats at least ninety-six passengers.
Chicago Transit Authority

The cars after which new equipment will be patterned, though far less stream lined than PCC's, have many better riding qualities. But long-range plans in a study not yet under way may eventually call for high-platform cars to connect with the rapid transit lines. In that case, the trolleys to be built would be transferred to the Beacon Street and Commonwealth Avenue surface lines.

PURCHASE of the Philadelphia Transportation Co. by the Southeastern Pennsylvania Transportation Authority has been delayed by the PTC stockholders' unexpected defeat of the sale agreement made late last year by PTC officials and SEPTA. At that time, PTC management negotiated the sale for $59 million and gave a written commitment that they would try to see that the stockholders ratified their action. They were allowed more than 5 months' time to get this approval, but in vain.

As a result, SEPTA hopes to force PTC to sell the property for $43 million under a deal made in 1907 by a predecessor company. If they succeed, PTC shareholders would get much less than they would have received under the terms negotiated by their management, which they rejected.

FINEVIEW trolley line of Pittsburgh's Port Authority has been converted to buses. So has the longer Avalon-Brighton Road route, the last trolleys on the city's North Side. These changes went into effect last May 1. Fineview was probably the most picturesque trolley line left in North America. Its route ran for several miles along the rim of Fineview Hill, partly on the wrong side of narrow streets and partly in the center of two-way streets not more than 10 feet wide

An excellent series of photos of the line appeared in the March '66 issue of *Traction and Models,* published by Vane A. Jones, 6710 Hampton Dr., E., Indianapolis, Ind. 46226.

The delay in abandoning the Fineview line after other North Side trolleys had been "bussed" was due largely to the difficulty of buses following the trolley route. The substituted bus route does not follow these tracks. Occasionally buses climbing the hill are stranded, thanks to the Port Authority's insistence on dropping the service. It is said that the abandonment was neccessitated by urban renewal.

EIGHT more PCC cars have been sold to the Leonard Department Store subway line at Fort Worth, Texas, by D.C. Transit of Washington, according to *Short Circuit Bulletin,* monthly publication of Texas ERA, Milam Bldg., San Antonio, Texas 78205. The subway already had five PCC's bought 3 years ago from DCT, after the latter line ceased operations.

A NEW RECORD for riding the entire New York subway system and stopping at every station was set by 9 Boy Scouts from Whitestone, Long Island. This eclipsed a prior record set by a group of Massachusetts Institute of Technology students who, with the aid of computers, made the complete trip in 25 hours, 57 minutes, and 20 seconds. The Scouts, accompanied by their leader and a Transit Authority man, did it in 23 hours, and 28 minutes.

Did you ever see a restaurant trolley car? This one (in foreground) is operated by Dusseldorf Tramways in Germany and is shown at Krefeld. Photo comes from a new book, *Tramways of the World*, by J. Joyce, which is reviewed in July issue.

Trolley Museum News

ARDEN Trolley Museum has been operating for 13 years on a mile from the right-of-way of the former Washington interurban line of Pittsburgh Railways near Washington, Pa. Now the museum's board of directors has decided that they must find another trackage and relocate in from 2 to 5 years hence. This we learn from *Trolley Fare*, monthly publication of the Pennsylvania Railway Museum Assn., P.O. Box 802, Pittsburgh, Pa. 15230.

The decision was made only after it became known that additional expansion in that area is impossible. The land west of the tracks, on which it was hoped to build a car barn and station, is no longer for sale. Neither is the right-of-way to the north, on which it was planned to extend the tracks. This came about through conversion of the surrounding area into a new, large, industrial park.

ANOTHER trolley museum may be in operation by the end of this year. Trolleyland Electric Railway, located 15 miles south of Olympia, Wash., close to Interstate 5 freeway, on Case Road, has nearly one mile of track in a loop almost ready for electric operation. Under construction since 1962, overhead wires are now being installed and a complete diesel generator set from a retired diesel-electric locomotive has been donated by the Milwaukee Road for use as power plant.

Supporters of the museum are delighted with its progress.

Passenger equipment includes 3 heavy interurbans obtained from the British Columbia Electric Ry. in 1958 after service at Vancouver ended. Built by St. Louis Car Co. in 1912, they are Nos. 1220, 1231, and 1235. Also boxcar 1711 from Portland Electric Power, flatcar 2030 from Portland Traction, caboose X-592 donated by the Great Northern, trackless trolley 798 given by the Seattle Transit System, a BCER handcar, gas motor cars, and push cars.

Contact R. A. Hansen, president of TER, 2650 S. 150th St., Seattle, Wash. 98188. Mr. Hansen has a large collection of photos of the Puget Sound Electric, North Coast Lines, and Seattle & Rainier Valley lines, which he is willing to sell to raise money for the museum.

NEWEST operating trolley museum is that of Bay Area Electric Railroad Assn. at Rio Vista Jct. in Solano County, California, where the first trolley made a passenger run last January 23rd over 1000 feet of track, with many BAERA members and visitors looking on. The car was former Key System 271, originally a Lehigh Valley Traction deck-roof interurban.

For many years Bay Area fans have been accumulating equipment. They now have Briney 62 and interurbans 1005 and 1020 from the Sacramento Northern. Also Key System articulateds 182 and 186 and work cars 1001, 1011, 1201, 1215, and 1218, plus some San Francisco and Portland, Ore cars, a Saskatoon singletrucker from Canada, and two ex-New York City elevated cars used by Key System in the '40's.

A real prize at the museum is an ex-Nevada Copper Belt gas motor car built in 1911 by Hall-Scott Motor Car Co. along interurban car-body lines. Since its acquisition this car has been run on several fan trips over non-electric trackage of Sacramento Northern and Central California Traction, both former interurban companies.

New members are being sought and receive the museum's monthly publication *Bay Area Electric Railroad Review*. Active membership dues are $25 a year, participating memberships $5. Contact Addison H. Laflin, secretary, 2119 Marin Ave., Berkely, Calif. 94707.

Rio Vista Junction, once a busy SN location, is on State Road 12, halfway between Rio Vista and Fairfield, Calif.

Photo by Steve Maguire, P.O. Box 51, Belmar, N.J.

No. 2 was the only car on the 2-mile trolley line known as Penn Central RR., linking South Fork with Summerhill, Pa. Short run with high-speed interurban car must have frustrated the motorman.

M-15 of East Troy Railroad near Mukwonago, Mich.

Photograph by Stephen D. Maguire

"Somewhere east of Suez," to quote Rudyard Kipling, these quaint, old trolley cars run in the streets of Bangkok, Siam.
John H. Vogel, Sea Girt, N.J.

A NEW tramway museum has been opened to the public in Queen Elizabeth Park, Wellington, New Zealand. The fact that in this city trolley operation ended as recently as May 2, 1964, indicates the rapid progress made by the museum's promoters. By Feb. 28, 1965, they had their first car running on a short piece of track, and later 6 other cars arrived on the property. This news comes from *Trolley Wire*, monthly journal of South Pacific Electric Railway, Box 103, General Post Office, Sydney, N.S.W., Australia. The SPE operates its own tramway museum in Royal National Park near Sydney.

SEASHORE Trolley Museum, Kennebunkport, Me., suffered a loss in the recent death of Trustee Lester H. Stephenson, Sr., who had been active at the museum since its founding and was instrumental in obtaining Eastern Massachusetts Street Ry. car 4387 for the museum. He ran this car often during World War II years as a motorman.

THE NATIONAL Capital Historical Museum of Transportation at Silver Spring has completed its car barn and begun to lay rails in it and to get its old trolleys to the site, reports Deane Mellander, 2705 Newton St., Silver Spring, Md. 20902.

ORANGE EMPIRE Trolley Museum at Perris, Calif. is buying a dis-assembled two-track shop building with 6,000 square feet of working area which has been stored for years at Riverside, Calif. Originally owned by Pacific Fruit Dispatch, it was neatly stacked for reassembly. The fireproof structure is costing $5,000 and the museum seeks funds to help pay for it. When reassembled, the building can hold several cars on two tracks, both equipped with pits for repair, maybe an overhead crane.

BRANFORD Electric Railway has just completed the rebuilding of its trestle at Short Beach, Conn., which had been kept out of service for years by storm damage and deterioriation. Also it has completed another large rebuilding job, East Haven trestle at the south end of the line near the Sprague Building. This wooden piling structure consists of twin trestles. When rebuilding became necessary, the lowest bid, including a walkway, exceeded $14,000, but the job was done and the property as a whole has been much improved. The season started with a flourish.

New Electric Publications

RAPID TRANSIT LINES IN BOSTON, 100 pages, 8½x11", illustrated, staple-bound with soft cover, is available at $2.50 from Boston Street Ry. Assn., P.O. Box 102, Cambridge, Mass. 02138. Here is a story of all Boston subway and rapid transit lines from the opening of the trolley subway in 1895 to the present, with about equal coverage given to trolley lines and rapid transit routes under the streets and on elevated structures. Each separate line is discussed apart from the whole network, making the book a bit difficult for non-Bostonians to absorb until digesting the entire 100 pages. Photos, maps, and station track diagrams are included.

TROLLEY TALK issue 58, April '66, contains an excellent coverage of interurban piggyback operations during the years before the great Depression ruined them. In the 8 pages are some of the finest photos of the subject we have ever seen, especially the views of the Cincinnati Lake Erie-Cargo Transport, Inc. service. Also covered are the North Shore, South Shore, Lake Shore Electric, and the Cincinnati, Lawrenceburg & Aurora service that began in 1921. Copies of this issue, while they last, cost 35¢ each from the publisher, Richard M. Wagner, 59 Euclid Ave., Wyoming, Cincinnati, O. 45215.

Trolley Talk issue 57 has 88 pages on trolley sweepers, including some good scale drawings by Andrew W. Maginnis. The text tells how and why snow-sweepers were built. This, too, can be had for 35¢ from Mr. Wagner.

April '66 issue of AMERICAN HERITAGE hard-cover magazine contains a well-written, 12-page, illustrated story "Goodbye to the Interurban," by William D. Middleton who authored a popular book entitled "The Interurban Era" a few years ago. This much-shorter study of interurbans is lavishly produced and illustrated in color and black and white. Your "Transit Topics" editor had a part in its final redrafting and editing. Copies can be had for $3.95 from American Heritage Subscription Office, 383 W. Center St., Marion, O. 43301.

Switch List

THESE items are published free and in good faith, without guarantee. Keep within 28 words, including name and address. Use zip code. Do not omit St., Ave., etc., in your address. Use abbreviation: *tts.* (timetables); *emp. tts.* (employes timetables), and *SSE* (send 5¢ stamped envelope for list or details).

A tight printing schedule compels us to close the *Switch List* long before publication date. As this magazine hits the newsstands our Sept. department is closed. October entries should reach us before July 5th. Address Sy Reich, *Railroad Magazine*, 205 East 42nd Street, New York, N.Y. 10017.

BERNARD ALBERT, 3535 Rochambeau Ave., Apt. 4, New York, N.Y. 10467, desires 35mm color slides of Iron Ore Co. of Canada, GM elec. switchers, orig N&W, B&O, and B&M elec. locos.

C.T. ANDREWS, 4231 S.W. 38th St., West Hollywood, Fla. 33023, sells 4x5 and p.c. size pix LV, RDG, CNJ, Lackawanna, D&H, L&NE, L&HR, and Penna. shortlines.

ROGER ARCARA, 2405 Marion Ave., New York 58, N.Y., sells reconditioned 116, 616, and 122 cameras for railfans. List free.

MEL BEATON, Jr., 30 Hecla St., Boston, Mass. 02122, wants 35mm slides of N&W steam turbine John Henry.

HARRY BENNETT, Jr., 1804 N. Mount St., Baltimore, Md. 21217, wants Supplement II (to Northern District) of Swett's Lines of Pacific Electric Special 16.

A.H. BRONK, 6 Inwood Dr., Little Falls, N.J. 07424, wants historical items on Key West Extension of FEC: pix, tts. etc.

K.V. DETHMAN, Box 1301, Portland, Ore. 97207, wants to buy standard gage steam loco; send complete details.

BILL EGGERT, 4113 Century Rd., Baltimore, Md. 21206 wants Ma & Pa railroadiana.

RANDY GARNHART, 434 Hilton Ave., Rockford, Ill. 61101, wants steam pix of CGW and IC in Iowa and Illinois; also any V&T steam pix.

GARY GRAHL, 14522 Leland Ave., New York, N.Y. 10460, sells color 3½x5 pix of trolleys: TARS, PTC, PSTC, SHRT, TTC in Newark, Boston, and Pittsburgh; also museums; also Barcelona, Spain. List free.

BOB GREENAWALT, 3643 N. Rosemead Blvd., Rosemead, Calif. 91770, buys or swaps old rr. stock certificates. Has a 200-item swap list (SSE).

W.A. GRIMM, 204 Gregory Ave., West Orange, N.J. 07052, will sell PRR Ilsa builders plate, brass Pullman conductors lamp dated 1864, and old railroad shaving mugs. Make offers.

JIM HARPER, 5436 N 20 St., Milwaukee, Wis. 53209, trades orig. 35mm color slides from Chicago area for those of diesels in other areas. Sells size 616 pix of Pullmans and trolleys (SSE).

BOB and LOU JONES, 131 Kendal Way, Covina, Calif. 91722, have 1959 AT&SF operating rule books to trade.

OWEN LEANDER, 127 Wildwood Road, Elk Grove Village, Chicago, Ill. 60007, sells Kodachromes and b&w, also size 210 negs., of diesels from 30 rrs. and steam negs. from some rrs and shortlines. Trades for MLW only.

BOB LEVIS, 419 S. Hackett Rd., Waterloo, Iowa 50701, wants photos, negs., slides and movies of WCF&N 200-class streetcars. Will buy or trade.

BOB LOAT, Currie Barracks P.O., Calgary, Alta., Canada, sells CP diesel negs; trades CP and CN diesel negs. for same. No list; state wants.

M.D. MEYER, 900 S. 26th St., Milwaukee, Wis. 53204 buys rr. and trolley co. stock certificates.

PHIL MILLER, 35 Lounsbury Rd., Croton-on-Hudson, N.Y. 10520, will buy slides of Rutland diesels and Vermont RR. 44-tonner.

DAVE NESTLE, Ray Road, Greenwich, N.Y. 12834, offers large listing of railroadiana he sells, for 5¢ stamp.

F.W. OBER, 3718 Drake St., Houston, Texas 77005, wants names and addresses of veterans formerly employed by SA&AP.

HAROLD OLSEN, 921 Essex Ave., Linden, N.J. 07036, will sell Pacific Electric size 116 photos; has negs to trade, PE only (SSE).

DICK PAIGE, 715 Meridian St. Ext., Groton, Conn., has few rr. books to sell (SSE).

Shortlines of Tennessee

Locomotive roster compiled by Sy Reich

Road Numbers	HP	Builder	Builder's Model	Wheel Arngt.	Tractive Effort	Weight	Date	Notes
Chattanooga Station Company								
Owns no equipment; Southern Railway System uses its facilities.								
Clinchfield Railroad								
200	1500	GM-EMD	FP7A	B-B	?	?	1952	
350-355	1200	GM-EMD	SW7	B-B	?	?	1950	
800-805	1500	GM-EMD	F3A	B-B	?	?	1948-9	1
806-814	1500	GM-EMD	F7A	B-B	?	?	1951	1
815-820	1500	GM-EMD	F7A	B-B	?	?	1952	
821	1500	GM-EMD	F7A	B-B	?	?	1949	2
822	1500	GM-EMD	F7A	B-B	?	?	1950	2
823	1500	GM-EMD	F7A	B-B	?	?	1951	3
850-852	1500	GM-EMD	F3B	B-B	?	?	1948-9	
853	1500	GM-EMD	F7B	B-B	?	?	1949	
854-860	1500	GM-EMD	F7B	B-B	?	?	1951	
861-863	1500	GM-EMD	F7B	B-B	?	?	1952	
864-868	1750	GM-EMD	F9B	B-B	?	?	1955	
869	1500	GM-EMD	F7B	B-B	?	?	1950	5
900-911	1500	GM-EMD	GP7	B-B	?	?	1950	
912-916	1500	GM-EMD	GP7	B-B	?	?	1952	
917-918	1750	GM-EMD	GP9	B-B	?	?	1956	
919	1500	GM-EMD	GP7	B-B	?	?	1950	6
Corinth & Counce Railroad								
Owns two units, the specifications of which are unknown to us.								
East Tennessee & Western North Carolina Railroad								
207	———	Alco	———	2-8-0	49,000	214,000	c.1900	7
208	———	Baldwin	———	2-8-0	49,000	214,000	c.1900	7
Memphis Union Station Company								
10	600	GM-EMD	SW1	B-B	?	?	1942	8
Tennessee, Alabama & Georgia Railway								
50	1800	GM-EMD	GP18	B-B	59,730	244,430	1960	
707-709	1500	GM-EMD	GP7	B-B	60,043	240,173	1951	
Tennessee Railroad								
1-3	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	9
4	1000	Alco-GE	RS-1	B-B	72,720	242,400	1951	10
5	1000	Alco-GE	RS-1	B-B	72,750	242,500	1943	11
6	1000	Alco-GE	RS-1	B-B	72,900	243,000	1947	12
Tennesse Central Railway								
50	660	Alco	HH 660	B-B	?	?	1939	13
51	660	Alco-GE	S1	B-B	49,500	198,000	1941	
75-77	1000	BW	DRS 4-4-1000	B-B	60,000	240,000	1948	
251-252	1500	Alco-GE	RS-2	B-B	61,750	246,990	1950	14
253-254	1500	Alco-GE	RS-2	B-B	60,230	240,900	1950	14
255-258	1600	Alco-GE	RS-3	B-B	61,830	247,320	1952	
259-260	1600	Alco Pr.	RS-3	B-B	61,075	244,300	1956	
301-302	1800	Alco Pr.	RS-11	B-B	60,250	241,000	1962	
303-305	1800	Alco Pr.	RS-11	B-B	60,250	241,000	1963	
400-401	2000	Alco Pr.	DL-721A	B-B	60,650	242,600	1966	
801-805	1500	Alco-GE	FA-1	B-B	58,900	235,600	1949	15
801B	1500	Alco-GE	FB-1	B-B	?	?	1949	15
Union Railway								
9090-9091	660	Baldwin	VO 660	B-B	48,700	194,000	1942	16
9198-9199	1000	BW	DS 4-4-1000	B-B	59,700	239,000	1945	17

Rosters are based on data from ET&WNC vice president and general manager, Memphis Union Station's acting president, Tennessee RR's vice president and general manager, and Tennessee Central's dent and general manager, and Tennessee Central's gen. supt.; is accurate as of first quarter 1966.

(1) Clinchfield 800-804 were upgraded to F7A. 805-806 were rebuilt to F9A.

(2) Clinchfield 821-822 were originally Nashville, Chattanooga & St. Louis 814, 822, then Louisville & Nashville 1814, 1822.

(3) Clincefield 823 was originally NC&SL 914, then L&N 1914.

(4) Clinchfield 850-852 were upgraded to F7B.

(5) Clinchfield 869 was originally NC&SL 918, then L&N 1918.

(6) Clinchfield 919 was originally NC&SL 753, then L&N 1753.

(7) ET&WNC 207-208 are ex-Southern 630, 722.

(8) MUS 10 was sold in 1964 to Birmingham Rail & Locomotive Co.

(9) Tenn. RR. 1-3 were originally A&SAB 905-906, 908, purchased in 1955.

(10) Tenn. RR. 4 was originally Rutland 400, purchased in 1956.

(11) Tenn. RR. 5 was originally A&SAB 907, purchased in 1957.

(12) Tenn. RR. 6 was originally New York, Susquehanna & Western 246, purchased in 1963.

(13) Tenn. Central 50 scrapped in 1963.

(14) TC 251-254 rebuilt to 1600 hp.

(15) TC 801-805, 801B upgraded to 1600 hp. 802-805, 801B scrapped.

(16) Union Ry. 9090-9091 renumbered 6610-6611, then retired.

(17) Union Ry. 9198-9199 renumbered 1098-1099, then retired.

Shortlines of South Dakota

Locomotive roster compiled by Sy Reich

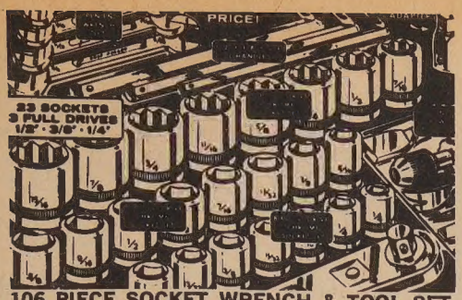
Black Hills Central Railroad

Road Numbers	Wheel Arngt.	Builder	Date	Gage	Tractive Effort	Weight	Ex
9	2-6-0	Cooke	1882	3′	?	?	C&S ?
69	2-8-0	Baldwin	1908	3′	28,000	114,000	WP&Y
100	0-4-0	Davenport	1915	2′	?	?	C&NW ?
444	4-6-0	Alco	1906	4′8½″	?	?	C&NW ?

Owns an ex-Sumpter Valley narrow-gage Shay, a standard-gage 2-6-2 from the Prescott & Northwestern, and 3 other units, specifications unknown to us.

men's mart

Products shown may be obtained directly from indicated sources. Send check or m.o. Mfr. will refund purchase price on prompt return of unused, non-personalized lines. This department not composed of paid advertising.



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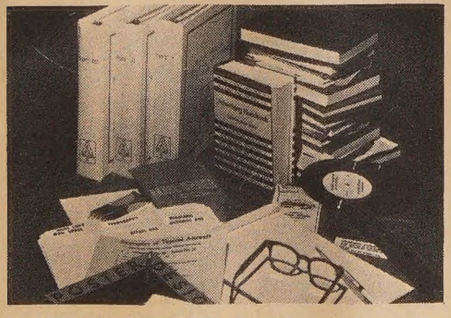

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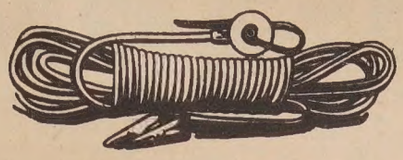

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FOREIGN EMPLOYMENT. CONSTRUCTION, other work projects. Good paying overseas jobs with extras, travel expenses. Write only: Manager, Foreign Service Bureau, Bradenton Beach, Florida.

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INVENTIONS NEEDED IMMEDIATELY for manufacturers. For additional information write Kessler Corporation, C-138, Fremont, Ohio.

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MEN ONLY!—SURPRISE Package $1.00. Enterprises, Box 266-PMB, Spring Valley, New York 10977.

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DIVORCE-LEGAL MEXICAN, complete details $2.00 (refundable). Raymond Cruz, Box 9175, El Paso, Texas.

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HYPNOTISM REVEALED! FREE Illustrated Details. Powers, 8721 Sunset, Hollywood, California 90069.

BOOKS

FIVE SAMPLE BOOKS plus complete Exciting Listing only $1.00. Box 296, Snowdon, Montreal, Canada.

DAVID POND, 254 Magee Ave., Rochester, N.Y. 14613 sells 8x10 pix; no list; state wants.

GREG PULIS, 48 Church St., Ramsey, N.J. 07446, wants pix, negs., tts., and relics from Maine two-foot rrs.

JEROME ROSENFELD, 133 Dulles Dr., Dumont, N.J. 07628 wants pix of NYW&B stations and equipment, also tts. etc. Also L&NE, NYO&W, and Erie diesel pix and L&NE and L&HR pass. car pix.

A.R. SHADE, 9831 Aldridge Dr., Columbia Station, Ohio 44028, sells pix NYC steam locos, most types from 0-6-0 to 2-6-6-2. List and sample postcard, 25¢.

D.J. SHELBURNE, X Div., USS Lexington (CVS16), NAS, Pensacola, Fla. 32508, buys photos of steam locos on obscure Mexican shortlines, industrial, mining, logging, and plantations. Also SPdeM, FCdelP, and CalP steam loco pix.

TED SOMMER, Codfish Hill Rd., Bethel Conn. 06801, wants pix of GN auxiliary tenders, steam-generator cars used with Z-1 electrics, with info. on correct colors of steam locos.

DAVID STEINBERG, 606 Orr St., Chattanooga, Tenn. 37405, will buy or trade any kind of street-car material or any pix of rrs. serving Chattanooga.

C.T. STONER, Box 352, Dexter, Mich. 48130 will sell Official Guides 1951 to '57 at $3 each, postpaid.

WARREN STOWMAN, 2102 Eastburn Ave., Philadlephia, Pa. 19138, will buy pix, any size, of Pennsy 2-8-8-0 No. 3700 or will trade.

TED THOMPSON, Jr., 2006 Blaine St., Williamsport, Pa. 17701, sells tts., emp. tts, train orders, train order blanks, rule and safety books, etc. state specific wants (SSE).

J.W. SWANBERG, RFD #3, Newtown, Conn. 06470, wants any size pix of New Haven inspection engine No. 1 "Naugatuck," also color photos of NH steam.

JIM VAITKUNAS, 20 Ferncrest Dr., Cumberland, R.I. 02864, sells pre-1900 brass baggage tags, 1902-'05 Railroad Gazettes, rr, trolley and steamboat passes, tickets, tts, train orders, blueprints, stock certificates (SSE).

C. WELLS, 1862 Jefferson St., Eugene, Ore. 97401, will sell or trade Dakota Territory telegrams, other old telegraph forms, few WU advertising stickers (SSE).

JIM WOZNICZLA, 2310 West 55th St., Chicago, Ill. 60609, trades b&w pix, pc size and smaller, steam, diesel, electric, U.S., Canada, Mexico, and esp. foreign lines.

W.H. YOUNG, 3053 Admirals Rd., Victoria, B.C., Canada is selling out all U.S. and Canadian negs., slides, transfers, tickets, tts., maps, and BCER destination rollers. No lists left, state wants. (Is this all trolley stuff?)

A1C PHIL BARNETT, CMR 1, Box 643, APO, Seattle, Wash. 98742, wants DL&W info., elec. and pass. car pix.

A.G. BARWOOD, Flax Island St., Otego, N.Y. 13825, sells, buys, and trades rr. watches.

MIKE and KEITH BEDNAR, 217 Water St., Hokendauqua, Pa. 18057, buys LV, CNJ, and LNE steam and diesel pix and negs.

C.S. BLACK, Box 924, Listowel, Ont., Canada, sells Canadian traction items, emp. tts., back issues Railroad Magazine, Trains (SSE).

JOHN BROMLEY, 32 North Drive, Scarborough, Ont., Canada, sells orig. TTC slides on approval. Buys orig. trolley slides of any system.

GERRY BURRIDGE, 65 Cremazie W., Quebec 6, Que., Canada, sells U.S. and Canadian pix and slides. List 5¢. Wants Que. and Maritimes steam negs.

R.C. CAESAR, 43 Lafayette S.E., Grand Rapids, Mich. 49502, sells p.c. size pix CA&E, CSS&B, C&O, PRR, CRI&P, etc. (SSE).

H.E. CHELF, 3710 N. Harmon Ave., Peoria, Ill. 61614, will sell Pittenger's book "Capturing a Locomotive," published 1881.

LYNN DAVIS, 201 W. 14th St., Marion, Ind. 46952, sells or trades diesel and steam pix; list 20¢. Wants info. and pix of diesel demonstrators.

FRANK DELARM, 359 Glen Oak Rd., Venice, Fla. 33595, sells New England rr. stocks, bonds. List, sample 25¢.

JACK EMERICK, 84 Parkview Terr., Lincroft, N.J., will buy steamboat-type steam loco whistle in operating cond.

CHAS. EYLER, RFD 2, Box 173, Thurmont, Md. 21788, wants WM pass. train pix, 1912-'20.

ED GARNER, 22 Garden Ave., Mountain Top, Pa. 18707, wants tts., emp. tts., Wilkes-Barre & E., and Pa. and N.Y. shortlines, trolleys, interurbans.

R.L. HARVEY, 3820 Skyland Dr., Kingsport, Tenn., will sell bound vols. Ry. Age 1904-'10, other rr. books (SSE).

B.R. HASSELMAN, 80 Howe St., New Haven, Conn. 06511, will sell complete set of Trains mag.

T.C. HAUNTON, Jr., 508 Albert Ave., Pitman, N.J., will buy or trade for pix of Union Transp. Co., Tuckerton, Raritan River.

LLOYD HENDRICKS, 125 S. 34th St., Boulder, Colo. 80302, buys orig. size 616 or larger negs. of L&M 100, 301, 302.

KARL HENKELS, 1628 N. Oakley Ave., Chicago, Ill. 60647, trades or sells on approval orig. 35mm Kodachrome slides diesels in his area. No list.

J.P. HEREFORD, Jr., 7800 Pickard Ave. N.E., Albuquerque, N.M., wants info. on Milw. Loco. Wks. and Little Cottonwood Transp. Co.

C.W. JERNSTROM, 822 Pelham Dr., Fort Wayne, Ind. 46805, sells size 620 and larger steam loco negs. (SSE).

RON JORDAN, 2937 Milwaukee St., Madison, Wis. 53703, will trade copy of Milw. Elec. Lines 1929 map for negs. or pix Wis. trolleys or interurbans.

ARNOLD JOSEPH, 2512 Tratman Ave., New York, N.Y. 10461, sells back issues Railroad Magazine, Trains, R&LHS Bulls., Model Railroader, RMC. Buys collections of same in good cond.

JOHN KELEHER, 163 Stevenson St. S., Guelph, Ont., Canada, trades pix of steam locos on display in parks.

A. LA PRESTO, 52 Tonnele Ave., Jersey City, N.J. 07306, sells or trades loco and rolling stock negs. (SSE).

D.A. LEWIS, 101 Blacon Ave., Blacon, Chester, England, trades rr. uniform buttons and badges from all over the world.

JOHN MARTIN, 120 Dickinson Lane, Wilmington, Dela. 19807, sells Off. Guides, tts., back issues of Railroad Magazine, Trains, model mags., other railroadiana (SSE).

MILLARD MARTIN, RR. 2, Box 250, Mena, Ark. 71953, will sell set of 300 steam pix of CNW, M&SL, GB&W, SOO, DSS&A, CMSP&O. (What size pix, Millard?)

WALT MATUCH, 182 Prospect Ave., Bayonne, N.J. 07002, sells 4x5 negs., diesel, steam, U.S. and Canada (SSE).

JACK MAY, 177 White Plains Rd., Tarrytown, N.Y. 10591, buys or trades tickets and cash fare rcpts.

D.H. McLENDON, Box 345, Urbana, Ill. 61801, wants slides of CB&Q 5632 painted gold under repair at West Burlington Shops.

JOHN MOFFAT, 583 Riverside Dr., New York, N.Y. 10031, will send tts. of '50's or '60's if you specify interests (SSE).

CHAS. OSBORNE, 1828 Taylor Ave., Royal Oak, Mich. 48067, wants CN 6226 number plate.

DAN SABIN, Box 203, Manly, Iowa, will sell CRI&P steam loco blueprints, 1920's, excel. cond.; also CB&Q '28 rulebook (SSE).

FRANK SAGER, Main St., York Springs, Pa., sells PRR P5a headlight number plates (SSE).

HARRY SAWYER, 610 Empire Blvd., Rochester, N.Y. 14609, sells trainmen's lanterns, switch keys, locks, tts., emp. tts., buttons, etc. (SSE).

K.D. SCHEUING, 3538 N. Troy St., Chicago, Ill. 60618, sells pix Chicago els; no list. Sample 20¢.

A.R. SHADE, 9831 Aldridge Dr., Columbia Sta., O. 44028, sells dupl. color slides southern locos, incl. ET&WNC, Grahame County, Mississippian, Reader, M&G, R&R, Maggie Valley. List, sample 50¢.

B.W. SHEARIN, 105 Hillcrest Ave., Fayetteville, N.C., wants steam and diesel color postcards.

S.G. SHOOK, 160 Andover St., Wilkes-Barre, Pa. 18702, will send story of trolley museum at EBT and list of museum slides for SSE.

JOE STARK, 5839 Hampshire Ave. N., Minneapolis, Minn. 55428, sells rr. lanterns, books, mags., tts., etc. (SSE). Wants buttons, pins, ad. buttons.

LES SWANSON, Box 334, Moline, Ill. 61265, wants info. on Midwest covered rr. bridges.

WALT SYLVESTER, 128 S. 47th Ave., Bellwood, Ill. 60104, sells or trades lanterns, telegraph instruments, tickets, rule books.

JOHN THOMPSON, 1571 Mt. Pleasant Rd., Toronto 12, Ont., Canada, buys or trades for orig. slides DCT, DSR, CTA, SLPS, OTC, BCER, MTC, IT, KCPS, NS&T, BTC.

E.L. TOMBERLIN, 68 Oakes Blvd., San Leandro, Calif. 94577, wants steam negs. of Latin Amer., Asia, Africa.

T.J. TRAVERS, 41 Bowdoin St., Worcester, Mass. 01609, wants slides, pix NYNH&H Mack railbuses, M&P steam locos, gas elecs., SOU Alco pass. units.

CHUCK TRUMBULL, 107 Norumbega Dr., Monrovia, Calif. 91016, trades rr. lamps, locks, or other railroadiana for PE items (SSE).

JOEL VAN WAMBEKE, 6000 Porter Rd., Niagara Falls, N.Y. 14304, wants color slides CA&E, negs. of logging locos.

GEO. WATKINS, 630 Catharine St., Ottawa, Ill., wants pix of trolleys, horsecars, cable cars.

F.H. WORSFOLD, Box 1332, San Francisco, Calif. 94101, sells back issues Railroad Magazine and Trains (SSE).

Model Trading Post

G.E. GAMBLER, 315 Rauch St., Bethlehem, Pa., will sell AF steam loco, B&O, MKT boxcars, RDG caboose, tank car, trk., track, transf.

DOUG KOCHER, 607 S. Huddleston Rd., Winamac, Ind. 46996, will sell Lionel cab unit, covered hopper, boxcar (SSE).

AL MILLER, 3212 34 Ave. S., Minneapolis, Minn. 55406, wants deluxe AF pass. train sets.

JIM TANDY, Box 35, Carrollton, Ky. 41008, wants Lionel 6464-275 box car with solid red door and white letters.

DAVE JOHNSON, Box 464, Nashua, N.H. 03060, wants Dorfan 8 wheel pass. and frt. cars and locos in running condition. State condition and price.

ED MORAN, 3300 Netherland Ave., Bronx, N.Y. selling Railroad Magazine 1938-'47, Trains 1947, Model Craftsman 1935-'52, other mags, books, etc. (SSE).

W.H. YOUNG, 3053 Admirals Rd., Victoria, B.C. Canada will sell one powered and one dummy PSM PCCs detailed to TTC, both HO, $30 for pair. ●

Pen Pals Wanted

David Osborne (21), St. Martins, St. John County, N.B., Canada.

Deborah Porter (14), Rte 12, Box 510, Birmingham, Alabama.

Lynn Rennich (14), 621 Third Avenue, S.E., Mandan, N.D.

Nancy Clark (16), 936 Galtier Street, St. Paul, Minnesota.

Kathy Vieth (16), Route 4, Sparta, Wisconsin.

Judith Miller, 13504 Svec Ave., Cleveland, Ohio.

L. W. Tracy, Liaison Team, 3rd Btn, 11th Marines, India Btry, c/o FPO, San Francisco, Calif. 96601.

Debbie McEntire, 417 N. Morse Ave., Liberty, Missouri.

David W. Lozer, 7726225, USS Snohomish County 1126, FPO San Francisco, Calif.

Helen Jennings (39), 1617 S. Jay St., Tacoma, Washington.

Don Wallace (15) and brother Robert (13), Box 436, Hanna, Alta., Canada.

Sharon Strong (20), Rte. 1, Hickory, Kentucky.

Barbara Jean Sillards (21), 1230½ Madison Ave., Huntington, W. Va.

Linda Dickey (15), 1330 North C St., Broken Bow, Nebraska.

Jim McCoy (18), Buffalo, W. Va.

Gene Clendinin (16), General Delivery, Marmet, W. Va.

Diane Wren (18), 1341 S. Floyd St., Louisville, Ky.

Joyce Myers (16), 4604 S. Talman, Chicago, Ill.

Susan Carol Walsh, 421 First St., Troy, N.Y. (no age given)

Nancy Nathan, 1365 Asheville, N.C. (will correspond with 50-year-olds).

Diane Brown (15), 1137 Port Sheldon, Jenison, Michigan.

Sandra Macatis (15), 4451 S. Washtenaw, Chicago, Illinois.

Janice Wenning (17), 710 W. Walnut St., Coldwater, Ohio.

Suzanne Polley (15), Box 23, Memphis, N.Y.

Phyllis Just (17), 704 Tenth Ave., N.W., Mandan, North Dakota.

Mrs. Betty J. Bohrer (25), P.O. Box 73, Brunswick, Md.

Norbert R. Hendricks (20), 4063 N. Grace St., Schiller Park, Illinois.

Scott Sewell (15), 5356 S. 700 E., Ogden, Utah.

Gloria Garrison (14), Robertsburg, West Virginia.

Rita Krebs Tan (24), and sister, Ramona (25), 325-B, Aranas Street, Cebu City, Philippines.

Sue Macuba (14), 4165 West 25th Place, Chicago, Illinois. ●

Just out: first annual *Steam Passenger Service Directory: 1966*, 82 pages, 5½"x8½", paperbound, illustrated with photos, published by Empire State Railway Museum, P.O. Box 459, Wall St. Station, New York, N.Y. 10005, $1.25. This useful reference book covers steam-powered and trolley operations in the U.S. and Canada with regular scheduled or intermittent passenger service. Listings are by states and Canada, including such helpful information as exact location, mileage, schedules, fares, motive power, other service available, and items for sale at souvenir shops. This book is somewhat like the comprehensive listing of shortlines in the May '66 *Railroad Magazine*, but with additional data. We recommend it highly.

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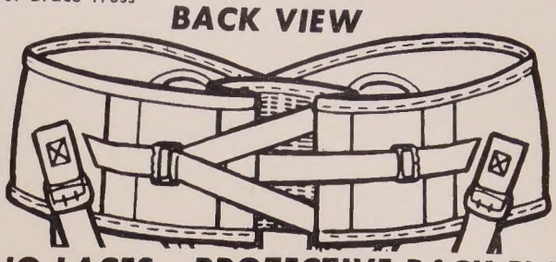

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☐ I enclose $12.95 plus $1.00 for postage & handling.
☐ Ship C.O.D. I will pay C.O.D. charges & postage.

To Canada: $14.95 including Postage & Duty